

LISÄLUETTELO *1938*

(JATKO PÄÄLUETTELOOMME N:o 25)

Oy. A R W I D S O N & C:o Ab.

P U H E L I M E T:

TILAUKSET . . . 35 500

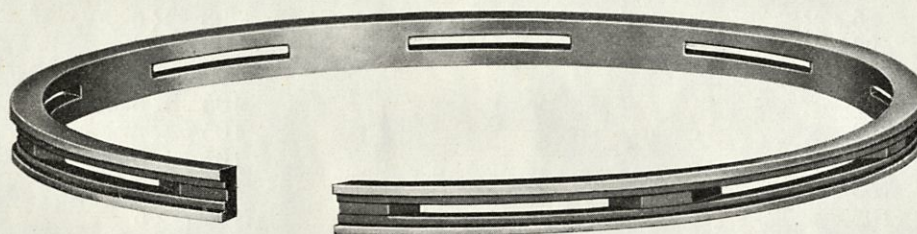
” . . . 35 439

M-PYÖRÄ OS. . 35 191

KASSA 31 485

JOHTAJA 31 485

„SIM“ MÄNTÄRENKAITA



VARASTOLUETTELO

Tuumamittaisia. (Puristus ja öljyrenkaita).

Varastomme on aivan täydellinen, joten kaikki kysymyksessä olevat suuruudet ovat saatavissa.

Millimittoja.

Uusia suuruuksia.

41.5 × 2.5 mm.	68.5 × 6.5 mm.	86.5 × 2.5 mm.	141 × 8 mm.
42 × 2.5 "	69.5 × 4 "	87 × 2 "	142 × 6 "
42 × 3 "	71.5 × 2.38 "	87.5 × 2 "	142 × 8 "
42.5 × 2.5 "	71.5 × 4 "	87.5 × 2.5 "	143 × 8 "
50.5 × 1.6 "	73.5 × 2 "	88 × 2 "	144 × 8 "
51 × 1.6 "	73.5 × 3.5 "	90 × 2.5 "	146 × 8 "
52 × 2 "	73.5 × 4 "	90.5 × 2.5 "	148 × 8 "
52.5 × 2 "	74.5 × 3.5 "	94.5 × 3 "	151 × 8 "
53 × 2 "	74.5 × 4 "	95.5 × 3.5 "	154 × 6 "
54.5 × 5 "	75.5 × 6 "	96.5 × 3.5 "	154 × 7 "
55.5 × 4 "	75.5 × 6.5 "	96.5 × 5 "	156 × 10 "
55.5 × 5 "	76.5 × 5 "	99.5 × 5 "	157 × 7 "
56.5 × 2 "	79.5 × 2 "	100.5 × 5 "	159 × 8 "
57 × 2 "	79.5 × 3.5 "	110 × 3 "	160 × 3 "
58.5 × 2.38 "	79.7 × 1.6 "	110.25 × 3 "	160 × 6 "
59 × 2.38 "	80 × 1.6 "	110.75 × 3 "	162 × 9 "
60.5 × 5 "	80.25 × 1.6 "	116 × 5 "	164 × 9 "
61 × 2.38 "	80.5 × 1.6 "	120 × 3 "	165 × 3 "
61.5 × 2.38 "	80.5 × 2.38 "	130 × 3 "	165 × 6 "
62 × 2.38 "	80.5 × 3.5 "	131 × 6 "	165 × 10 "
63.5 × 2.38 "	80.75 × 1.6 "	131 × 8 "	166 × 10 "
64.5 × 1.50 "	81.5 × 1.6 "	133 × 8 "	179 × 10 "
65 × 1.6 "	81.5 × 5 "	136 × 4 "	180 × 10 "
66.5 × 1.6 "	83 × 2.5 "	136 × 8 "	202 × 10 "
67.5 × 2.38 "	83.5 × 2.5 "	137 × 4 "	202 × 11 "
67.5 × 5 "	83.5 × 5 "	137 × 6 "	204 × 10 "
67.5 × 6.5 "	84 × 1.6 "	138 × 8 "	
68 × 2.38 "	84.5 × 2.5 "	139 × 8 "	
68.5 × 4 "	84.5 × 5 "	140 × 6 "	
68.5 × 5 "	86.5 × 2 "	141 × 6 "	

Diesel moottorien erikoisrenkaita

Puristusrenkaita

96	×	3.5	mm.
96.5	×	"	"
97	×	"	"
97.25	×	"	"
97.50	×	"	"
98	×	"	"
98.50	×	"	"
105	×	3.5	"
105.5	×	3.5	"
105.5	×	4	"
105.75	×	3	"
106	×	3.5	"
110	×	3	"
110	×	3.5	"
110	×	4	"
110.25	×	3	"
110.25	×	3.5	"
110.50	×	3	"
110.5	×	3.5	"
110.75	×	3	"
111	×	3	"
111.5	×	3	"
111.75	×	3	"
112	×	3	"
112.5	×	3	"

Öljyrenkaita

97.5	×	6	mm.
98	×	6	"
98.5	×	6	"
105	×	4	"
105	×	6	"
105.5	×	4	"
105.5	×	6	"
106	×	4	"
106	×	6	"
110	×	4	"
110	×	6	"
110.25	×	6	"
110.5	×	6	"
110.5	×	6.5	"
110.25	×	6.5	"
110.5	×	4	"
111	×	4	"
111	×	6	"
111.5	×	4	"
111.5	×	6	"
112	×	4	"
112	×	6	"
112.5	×	4	"
112.5	×	6	"

Puristus- ja öljyrenkaita erissä:

Ford T,	8 kpl.	puristus				
	4 "	öljy	Kaikki ylisuuruudet, .060" asti			
Ford A,	8 "	puristus.				
	4 "	öljy	Kaikki ylisuuruudet, .060" asti			
Ford V 8,	16 "	puristus.				
	8 "	öljy	Kaikki ylisuuruudet, .060" asti			
Chevrolet	4 sil.	8 kpl.	puristus.	3 11/16 × 3/16"	Std. ja kaikki ylisuuruudet.	.060" asti
	4 "	"	öljy			
Chevrolet	6 "	12 "	puristus.	3 5/16 × 5/32"	Std. ja kaikki ylisuuruudet.	.060" asti
	6 "	"	öljy	" "		
"	6 "	12 "	puristus.	3 5/16 × 5/32"	" " "	.060" asti
	6 "	"	öljy	3 5/16 × 3/16"	" " "	
"	6 "	12 "	puristus.	3 5/16 × 1/8"	" " "	.060" asti
	6 "	"	öljy	3 5/16 × 3/16"	" " "	
"	6 "	12 "	puristus.	3 1/2 × 1/8"	" " "	.060" asti
	6 "	"	öljy	3 1/2 × 3/16"	" " "	

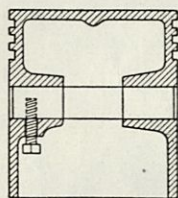
HUOM.! .060" suurempia on myös varastossa.

MÄNTIÄ

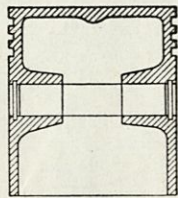
PUOLIVALMIIT MÄNNÄT ovat täysin koneistetut, mutta hiomattomat.

Jos ei löydy sopivaa suuruutta hiottuja mäntiä varastossa, voimme niitä hioa haluttuun kokoon, mistä veloitamme erikseen.

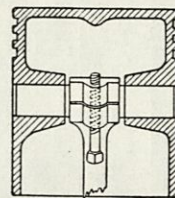
Erikoistilauksesta hiottuja mäntiä ei voida palauttaa. Sarakkeessa »Tapin malli« mainittujen merkintöjen selostus:



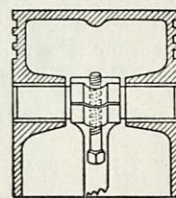
Kuva 1



Kuva 2



Kuva 3



Kuva 4

- S = Tappi lukittu mäntään ruuvilla. SS = kahdella ruuvilla. Kuva 1.
 FF = Tappi liikkuva männässä ja kiertokangessa, lukittu jousella. Kuva 2.
 O = Tappi liikkuva männässä, lukittu ruuvilla kiertokankeen. Kuva 3.
 OB = Tappi liikkuva männässä, tapinreikä heloitettu, lukittu ruuvilla kiertokankeen. Kuva 4.

Merkki ja malli	Sil. luku	Sil. Ø	Keskiö- korkeus	Koko pituus	M ä n n ä n			T a p i n			
					Aine	Tilaus N:o	Renkaat	Ø	Pituus	Malli	N:o
Adler:		Toimitamme tarvittaessa.									
Auburn:											
6—80, 95 1927—30 ...	6	2 7/8"	2 5/16"	3 3/4"	V. R.	Raaka-aine Malli N:o 47	{ 3—1/8" 1 3/16"	7/8"	2 3/8"	O	P-631
6—52, 53, 8—50, 51	6—8	3 1/16"	"	"	Teräsvah.	A-777	{ 2—1/8" 1—1/8" 1—3/16"	7/8"	2 1/2"	O	P-580
115, 120, 1928—30	8	3 1/4"	2 7/16"	3 15/16"	"	DL-1671	{ 2—1/8" 2—3/16"	7/8"	2 13/16"	O	P-610
Bedford:											
1932—34	6	3 5/16"	1 7/8"	3 11/16"	V. R. Pohja sisäänpäin	H-4819	{ 2—1/8" 1—5/32"	.990"	2 29/32"	O	P-644
Pakettivaunu	4	61.5	40	75	Kevytm.	H-4539	{ 2—2 1/2 2—4	19.11	52.3	F.F.	H-1661-A
Benz-Diesel:											
Linjav. 1935—36	4—6	110	70	140	Kevytm.	Benz-Diesel	{ 4—3 1—4 1—6	35	96	F.F.	H-900
	4—6	105	85	160	"	H-7174	{ 4—3.5 2—6	35	90	F.F.	H-3306
	4—6	110	70	140	"	H-5095	{ 4—3 1—4 1—6	35	96	F.F.	H-3307
Büssing-Diesel:											
Linjav. 1935—36	3—4—6	110	96	168	Teräsvah.	Büssing	{ 4—3 1—6	40	92	F.F.	Büssing
Buick:											
8—40, 1936.....	8	3 3/32"	2 1/4"	3 13/16"	Kevytm. T leik.	A-649	{ 2—1/8" 2—5/32"	.812"	2 11/16"	OB	P-704
8—60, 80, 90	8	3 7/16"	2 5/16"	4 5/32"	"	A-651	{ 2—1/8" 2—5/32"	.875"	2 31/32"	OB	P-108
Malli 40, 1937	8	3 3/32"	2 1/4"	3 13/16"	T leik.	A-655	{ 2—3/32" 2—3/16"	.812"	2 11/16"	O	P-704
" 60, 80, 90, 1937 ...	8	3 7/16"	2 5/16"	4 5/32"	T leik.	A-657	{ 2—3/32" 2—3/16"	.875"	3 1/16"	O	P-584

Merkki ja malli	Sil. luku	Sil. Ø	Keskiö- korkeus	Koko pituus	M ä n n ä n			T a p i n			
					Aine	Tilauk N:o	Renkaat	Ø	Pituus	Malli	N:o
Chevrolet:	4	3 11/16"	1 7/8"	3 5/8"	Kevyt.	H-2473	{ 2-5/32" 1-5/32" 2-1/8" 1-3/16"	.850"	3 5/16"	O	P-502
„ 1937	6	3 1/2"	2"	4"	V. R.	A-2375	{ 2-1/8" 1-3/16"	.865"	3 3/32"	O	A-569
Chrysler:											
De Luxe (ja Fargo)	6	3 1/4"	2"	3 11/16"	Kevyt.	H-3815	{ 1-1/8" 2-3/32" 1-5/32" 2-1/8" 2-5/32" 2-1/8" 2-5/32" 2-1/8" 2-5/32" 2-1/8" 2-5/32"	55/64"	2 3/4"	F.F.	P-613
(De Soto, Dodge, Fargo)											
C 14, C 15, C 17 1937 ...	8	3 1/4"	2"	3 7/8"	U leikk.	A-662	{ 2-1/8" 2-5/32" 2-1/8" 2-5/32" 2-1/8" 2-5/32"	21.83	69.85	F.F.	P-613
C 16, „De Soto“ 1937 ...	6	3 3/8"	2"	3 7/8"	U leikk.	A-663	{ 2-1/8" 2-5/32" 2-1/8" 2-5/32"	21.83	73.02	F.F.	P-638
CA, CB 6, 1934	6	3 3/8"	2"	3 7/8"	T leikk.	A-644	{ 2-1/8" 2-5/32"	21.83	73.02	F.F.	P-638
Citroen:											
10.4 hv. 1923—25	4	65 m/m	38 m/m	70 m/m	Vahvist. Kevyt.	H-1757	3—3 m/m	18 m/m	50 m/m	O	H-279
11.4 „ 1922—28	4	68 „	38 „	70 „	„	H-890	3—3 m/m	„	60 m/m	„	H-288
C-6, 19.3 hv. 1929—30 ...	6	72 „	47 „	82 „	„	H-2521	{ 2-2 1/2" 2-3.17	22 m/m	64 m/m	„	H-484
C-6, 19.3 hv. 1929—30 ...	6	72 „	48.5 „	88 „	„	H-1095/3944	{ 3-2 m/m 1-4 „ 2-2 1/2 m/m 1-3 „ 1-4 „ 2-2 1/2 „ 1-3 „ 1-4 1/2 „	„	„	„	„
C 6-15 hv. 1929—30	6	75 „	46 „	98 „	„	H-3988	{ 1-3 „ 1-4 „ 2-2 1/2 „ 1-3 „ 1-4 1/2 „	„	„	„	„
C-6 1929—30	6	75 „	56 „	94 „	„	H-4158	{ 1-3 „ 1-4 1/2 „	„	„	„	„
Malli „7“ 1936—37	4	72 „	45 „	80 „	„	M-992E	20 m/m	„	„	„	„
D.K.W.											
Etup. veto 1935—36	2	76 m/m	46+7 1/2 m/m	97 m/m	Kevyt. 2-tahti	H-5263	3—2 1/2 m/m	15 m/m	65 m/m	F.F.	H-1503B
Commer Pakettivaunu	4	63 m/m	38.9 m/m	77 m/m	Kevyt.	H-3374	{ 2-2 1/2" 1-4 "	16 m/m	57 m/m	O	H-1690
Dodge: (ja Fargo)											
D2, 5, 7, DU, 1935—37	6	3 1/4"	2"	3 11/16"	Teräsvah.	A-779	{ 2-1/8" 2-5/32" 3-1/8" 1-5/32" 3-1/8" 1-3/16" 3-1/8" 1-3/16" 2-1/8" 2-5/32" 2-1/8" 2-5/32" 2-1/8" 2-5/32" 2-1/8" 2-5/32"	.860"	2 3/4"	F.F.	P-613
4 syl. 1928	4	3 7/8"	2 3/16"	4 3/8"	Kevyt	H-1063	{ 3-1/8" 1-5/32" 3-1/8" 1-3/16" 3-1/8" 1-3/16" 2-1/8" 2-5/32" 2-1/8" 2-5/32" 2-1/8" 2-5/32"	20.64	92.07	S	P-111
Victory Six	6	3 3/8"	2 5/16"	3 15/16"	Kevyt.vahv.	Z-501	{ 3-1/8" 1-3/16" 3-1/8" 1-3/16" 2-1/8" 2-5/32" 2-1/8" 2-5/32"	21.82	73.02	F.F.	P-638
Kuormav. 1934—36	6	3 3/8"	2"	4 1/8"	Vahv.	A-660	{ 3-1/8" 1-3/16" 2-1/8" 2-5/32" 2-1/8" 2-5/32"	55/64"	2 7/8"	„	„
„ 1934—36	6	3 3/8"	2"	3 7/8"	T leikk.	A-644	{ 2-1/8" 2-5/32" 2-1/8" 2-5/32"	„	„	„	„
„ 1937	6	3 3/8"	2"	3 7/8"	U leikk.	A-663	{ 2-1/8" 2-5/32" 2-1/8" 2-5/32"	„	„	„	„
„ 1934—36	6	3 1/8"	2"	3 11/16"	T leikk.	A-645	{ 2-1/8" 2-5/32" 3-1/8" 1-5/32"	21.82	66.67	„	A-465
„ 1934—36	6	3 5/8"	2 9/16"	4 9/16"	Teräsv.	DL-1625	{ 3-1/8" 1-5/32"	1"	3 1/4"	O	P-118
Diamond: Katso Hercules											
Dorman:											
Traktori	4	95 m/m	50.8 m/m	115.1 m/m	V. R.	H-723	{ 2-3/16" 1-3/16"	7/8"	3 9/32"	F.F.	H-523A
Fiat:											
Malli 501—503	4	65 m/m	36 m/m	90 m/m	Vahvist. Kevyt.	H-883	{ 2-4 m/m 1-4 „ 2-3 „ 1-3 „ 3-3 1/2 " 1-3 1/2 " 3-4 „ 3-2 1/2 "	17 m/m	57 m/m	O	H-224
„ 505—507—510—512	4—6	75 „	43 „	94 „	„	H-760	{ 2-3 „ 1-3 „ 3-3 1/2 " 1-3 1/2 " 3-4 „ 3-2 1/2 "	20 „	65 „	„	H-428
„ 519	6	85 „	46 „	100 „	„	H-887	{ 3-3 1/2 " 1-3 1/2 " 3-4 „ 3-2 1/2 "	25 „	76 „	„	H-580
„ 519	6	85 „	46 „	89 „	V. R.	H-2729	{ 3-4 „ 3-2 1/2 "	25 „	76 „	„	„
„ 509, 7 C. V.	4	57 „	31 „	75 „	Vahvist. Kevyt.	H-922	{ 3-2 1/2 " 3-3 „ 1-4 „ 4-3 „ 2-3 „ 1-4 „ 3-3 „ 1-3 „ 3-3 „ 1-4 „ 3-3 „ 1-4 „	17 „	51 „	„	H-223
„ 514	4	67 „	47 „	82 „	„	M-2758	{ 3-3 „ 1-4 „ 4-3 „ 2-3 „ 1-4 „ 3-3 „ 1-3 „ 3-3 „ 1-4 „ 3-3 „ 1-4 „	20 „	60 „	„	H-412
„ 520	6	68 „	52 „	91.5 „	„	H-1007	{ 2-3 „ 1-4 „ 3-3 „ 1-3 „ 3-3 „ 1-4 „	20 „	58 „	„	„
„ 520	6	68 „	51 1/2 „	91.5 „	V. R.	H-3283	{ 2-3 „ 1-4 „ 3-3 „ 1-3 „ 3-3 „ 1-4 „	20 „	58 „	„	„
„ 521	6	72 „	51 1/2 „	86.5 „	Vahvist. Kevyt.	H-978	{ 3-3 „ 1-4 „ 3-3 „ 1-4 „	20 „	64 „	„	H-422
„ 525	6	82 „	55 „	98 „	Kevyt.	M-980	{ 3-3 „ 1-4 „	22 „	72 „	„	H-1077

Merkki ja malli	Sil. luku	Sil. Ø	Keskiö- korkeus	Koko pituus	Männän			Tapin			
					Aine	Tilaus N:o	Renkaat	Ø	Pituus	Malli	N:o
Ford: V-65 hv. Englantil.											
8 Toimitamme tarvittaessa.											
V-8-80 Hv. 1937.....	8	3 1/16"	1 17/32"	2 31/32"	V. R.	A-2380	{ 2-3/32" 1-5/32"	19.04	72.23	F.F.	A-573
V-8-60 Hv. 1937.....	8	66.07	32.54	61.12	"	A-2385	{ 2-3/32" 1-5/32"	17.46	60.32	"	A-575
Junior „Y“	4	56.65	24.6	60.32	Kevyt.	H-S-3680	{ 2-1.98 1-3.97	14.29	52.39	O	H-1369
Junior „De Luxe“	4	2 1/2"	1 1/32"	2 9/16"	"	H-4674	{ 2-1.98 1-3.97	11/16"	2 1/4"	"	H-1789
„Eifel“	4	66.07	31.73 + 4 m/m	71	"	H-7017	{ 2-2.38 1-3.97	17.46	54.76	F.F.	H-2246A
„Popular“	4	56.65	24.6	60.32	"	H-5359	{ 2-1.98 1-3.97	17.46	51.59	O	H-1967
Venemoottori	4	3.055"	1 29/32"	3 17/32"	"	H-2326	{ 2-1/8" 1-5/32"	1"	2 13/32"	"	H-605
Fordson:											
Traktori	4	4 1/8"	2 1/2"	5 1/16"	V. R.	H-4244	Kaikki renkaat tapin yläpuolella.				
Graham Paige: 8-1929—30	8	3 3/8"	2 5/16"	3 15/16"	Teräsvah.	DL-1636A	{ 2-1/8" 1-3/16"	.860"	2 7/8"	O	P-587
Graham, 74, Little 6, 1935-37	6	3"	2 3/16"	3 11/16"	"	A-774	{ 2-1/8" 1-3/16"	20.63	66.67	"	P-633
G. M. C.											
T-14, T-16, 1935—36.....	6	3 5/16"	2 1/4"	3 15/16"	V. R.	XD-558	{ 2-1/8" 2-5/32" 2-1/8"	21.72	3 1/32"	S	A-502
„ 1936	6	3 5/16"	2 1/4"	3 15/16"	T leikk.	A-650	{ 2-3/16" 2-1/8"	21.72	"	"	A-557
„ 1937	6	3 7/16"	2 15/64"	4 1/32"	"	A-665	{ 2-3/16" 3-1/8"	21.72	3 5/32"	"	A-570
„257“ Moottori 1936	6	3 7/16"	2 1/2"	4 9/64"	Kevytm.	Z-466	{ 3-1/8" 1-3/16"	15/16"	"	"	"
Hercules:											
J. X. A. }	6	3 3/8"	2 3/16"	4 3/8"	Kevyt. V. R.	H-4001 D-454	{ 3-1/8" 1-3/16"	25.4	73.82	O	P-479
J. X. B. }	6	3 5/8"	2 3/16"	4 3/8"	Kevyt. V. R.	H-4000 A-2344	{ 3-1/8" 1-3/16"	"	80.98	"	H-1462
J. X. C. }	6	3 3/4"	2 1/8"	4 5/16"	Kevyt. V. R.	H-4002 D-433*)	{ 3-1/8" 1-3/16"	"	85.33	"	P-492
J. X. D. }	6	4"	2 3/16"	4 3/16"	Kevyt.	Z-167	{ 3-1/8" 1-3/16"	"	88.9	"	H-2208
Diesel D.J.X.B. }	6	3 1/2"	"	"	"	H-7319	"	"	"	"	H-2390A
„ D.J.X.C. }	6	3 3/4"	"	"	"	"	"	"	"	"	"
Käyttävät: Diamond, Federal, Sisu, Reo j. n. e.							*) { 2-3/16" 1-3/16"				
Hudson:											
Mallit 1935—36	6—8	3"	1 11/16"	3 3/16"	Kevytm. T leikk.	A-647	{ 2-3/32" 2-3/16"	3/4"	2 3/32"	F.F.	P-560
8 syl. ja 1937.....	8	3"	1 11/16"	3 3/16"	T leikk.	A-647	{ 2-3/32" 2-3/16"	19.05	61.91	"	P-670
Terraplan 6, 1937	6	3"	1 11/16"	3 3/16"	"	A-647	{ 2-3/32" 2-3/16"	19.05	61.91	"	P-670
Hupmobile:											
V—417, J—421, 1934—36	6	3 1/2"	2 9/32"	3 7/8"	Teräsvah.	A-778	{ 2-1/8" 2-5/32"	7/8"	2 15/16"	F.F.	P-574
I—427, I—426, 1934—35	8	3 3/16"	2 3/16"	3 7/8"	"	A-780	{ 2-1/8" 2-5/32"	7/8"	2 46/64"	"	P-148
International:											
Kuormavaunu 1935—36	6	3 7/16"	2 11/32"	3 19/32"	V. R.	A-2335	{ 3-1/8" 1-3/16"	.919	2 15/16"	F.F.	H-2108A
„ „	6	3 5/16"	2 13/32"	3 5/8"	"	A-2334	{ 3-1/8" 1-3/16"	.919	2 13/16"	"	"
C 1, C 30, C 15, 1934—37	6	3 5/16"	2 1/4"	3 15/16"	"	A-2308	{ 2-3/32" 1-3/16"	23.8	73.02	"	A-501
Lafayette: 1937, katso Nash											
Lincoln Zephyr: 1936—37	12	2 3/4"	1 25/32"	3 5/16"	V. R.	XD-561	{ 2-3/32" 1-5/32"	19.05	63.5	F.F.	A-577
Mc. Cormick Farmall F-12											
„ „ F-20	Toimitamme tarvittaessa.										
„ „ F-30	Toimitamme tarvittaessa.										

Merkki ja malli	Sil. luku	Sil. Ø	Keskiö- korkeus	Koko pituus	Männän			Tapin			
					Aine	Tilauk N:o	Renkaat	Ø	Pituus	Malli	N:o
Man: Diesel	4—6	105	81	155	Kevyt.	H-7376	{ 3—3.5 1—6	38	90	F.F.	
Morris:	4	75	42	80	Kevyt.	H-1547	{ 2—4 1—4	20 m/m	67 m/m	O	H-430
Oxford 1934	6	65.5	40.5	77.5	"	H-3714	{ 2—3 3/32 1—1 1/8	18 "	56.5 "	"	H-288
8 Hv. Sarja 1	4	57	25	60.75	"	H-5927	{ 2—2 mm 1—3 "	15 "	50.5 "	"	H-1767
Nash:											
Special Six 430, 1928—29	6	3 1/4"	2 3/8"	3 7/8"	Kevyt.	H-1616	{ 3—1 1/8" 1—3 1/16"	.875"	2 47/64"	F.F.	P-637
8—80, 980—1130, Std. 8, 1931—33	8	3"	2 1/8"	3 11/16"	Teräsvah.	DL-1648	{ 3—1 1/8" 1—3 1/16"	.813"	2 1/2"	"	P-665
Sarja 400, 3648, 1936 ...	6	3 3/8"	2 5/16"	3 7/8"	"	DL-1665	{ 3—1 1/8" 1—3 1/16"	.875"	2 51/64"	"	P-668
37—20, 1937 „400“	6	3 3/8"	2 5/16"	3 7/8"	"	A-781	{ 2—1 1/8" 2—5 3/32"	.875"	2 13/16"	"	A-424
37—80, 1937	8	3 1/8"	2 1/8"	3 11/16"	"	A-772	{ 2—1 1/8" 1—1 1/8" 1—3 1/16"	.875"	2 37/64"	"	A-496
Oldsmobile:											
F-36, 1936	6	3 5/16"	2 1/4"	3 15/16"	Kevyt. T leikk.	A-650	{ 2—1 1/8" 1—3 1/16"	.856"	2 7/8"	S	P-680
L-35, L-36, 1935—36	8	3"	2 3/16"	3 3/4"	V. R.	A-2350	{ 3—1 1/8" 1—3 1/16"	.856"	2 9/16"	"	P-604
F-37, 1937	6	3 7/16"	2 15/64"	4 1/32"	T leikk.	A-665	{ 2—1 1/8" 2—3 1/16"	.856"	3 1/32"	"	A-570
L-37, 1937	8	3 1/4"	2 23/64"	3 15/16"	"	A-664	{ 2—1 1/8" 2—3 1/16"	.855"	2 31/32"	"	A-571
Opel: 1.3 ja 2 ltr. 1935—36	4—6	67.5 m/m	44 m/m	80 m/m	Kevyt.	H-4588	{ 3—2.25 1—4	19.84 m/m	56.35 m/m	F.F.	H-1680A
" " " " " " " "	"	"	"	"	V. R.			"	"	"	"
Standard 1937	Toimitamme tarvittaessa.										
Kadett "											
Olympia "											
Regant "											
Super six "											
Packard:											
Sarja 120, 1935—36	8	3 1/4"	2 1/8"	3 7/8"	Teräsvah.	A-775	{ 2—1 1/8" 1—3 1/16"	.875"	2 25/32"	F.F.	H-510A
115 C, 1937	6	3 7/16"	2 1/8"	3 7/8"	"	A-782	{ 2—1 1/8" 1—3 1/16"	.875"	2 25/32"	"	A-568
Plymouth:											
P.E., 1935—36	6	3 1/8"	2"	3 11/16"	Kevyt. T leikk.	DL-1596	{ 2—1 1/8" 2—5 3/32"	.859"	2 5/8"	F.F.	P-613
P.E., 1935—36	6	3 1/8"	2"	3 11/16"	Teräsv.	DL-1655	{ 2—1 1/8" 2—5 3/32"	21.83	66.67	"	A-465
Kaikki 1933—37	6	3 1/8"	2"	3 11/16"	Vahvist.	A-667	{ 2—1 1/8" 2—5 3/32"	21.83	66.67	"	"
P 3, 1937	6	3 1/8"	2"	3 11/16"	U leikk.	A-666	{ 2—1 1/8" 2—5 3/32"	21.83	66.67	"	"
Pontiac:											
P-6, 1935—36	6	3 3/8"	2 3/32"	3 3/8"	V. R.	A-2349	{ 3—1 1/8" 1—3 1/16"	.937"	3 1/16"	S	P-180
P-6, 1937	6	3 7/16"	2 5/32"	3 9/16"	"	A-2371	{ 2—1 1/8" 1—3 1/16"	.937"	3 1/16"	"	"
P-8, 1937	8	3 1/4"	2 3/32"	3 9/16"	"	A-2361	{ 2—1 1/8" 1—3 1/16"	.937"	2 7/8"	"	A-503
Renault:											
Diesel-moottori	4	95 m/m	75 m/m	140 m/m	Kevyt.	H-5030	{ 4—3 1/2 m/m 1—5 "	36 m/m	80 m/m	F.F.	H-1832
„Viva“, 1929—34	4—6	75 "	51 "	92 "	"	H-4326	{ 3—3 1/2 m/m 1—4 "	18 "	64 "	"	H-293A
„Mona“ 1929—34	4—6	70 "	43.5 "	78.5 "	"	H-4376	{ 2—2 1/2 m/m 1—3 " 1—2 1/2 "	18 "	59.5 "	"	H-287A
Reo: jatko seur. sivu.											
Silvercrown	6	3 3/16"	2"	3 9/16"	T leikk.	A-653	{ 2—3 3/32" 1—5 3/32" 1—3 1/16"	21.83	66.67	F.F.	A-465
Diesel D.J.X.B.	6	3 1/2"									
" D.J.X.C.	6	3 3/4"									

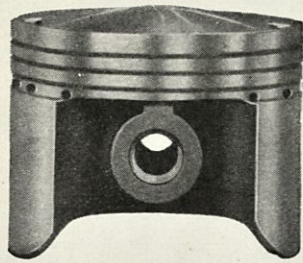
Merkki ja malli	Sil. luku	Sil. Ø	Keskiö- korkeus	Koko pituus	M ä n n ä n			T a p i n			
					Aine	Tilaus N:o	Renkaat	Ø	Pituus	Malli	N:o
Reo:											
Kuormavaunu 1 B.....	6	3 1/8"	2 15/64"	4"	Kevytm. Vahvis- tettuja ja T Leikk.	H-1573	{ 2-3/32" 1-5/32" 1-3/16"	.985"	2 5/8"	F.F.	P-693
Kuorma- ja Linjavaunu 2-B, 1-D j.n.e.....	6	3 3/8"	"	"		H-1594	{ 2-3/32" 1-5/32" 1-3/16"	"	2 7/8"	"	P-676
Kuorma- ja Linjavaunu 2-B, 1-D j.n.e.....	6	3 3/8"	"	"		H-5209	{ 2-1/8" 1-1/8" 1-3/16"	"	"	"	"
Linjav. 3-H, 4-H.....	6	3 5/8"	"	4 1/2"		H-1593	{ 2-3/32" 1-5/32" 1-3/16"	"	3 5/32"	"	H-1940
Stewart:											
„Buddy“ 1 ton 1929.....	6	2 7/8"	1 15/16"	3 1/2"	V. R.	A-2186	{ 2-1/8" 1-3/16"	7/8"	2 3/8"	O	P-631
Studebaker:											
Dict. 6, 1937	6	3 1/4"	2 3/64"	3 3/4"	T leikk.	A-652	{ 2-1/8" 1-3/16"	22.22	73.02	O	P-617
President 8, 1937	8	3 1/16"	2 7/32"	3 3/4"	"	A-654	{ 2-1/8" 1-3/16"	"	66.67	"	P-647
Kuormav. 1935—36	6	3 1/4"	2 11/32"	3 7/8"	V. R.	{ A-2281 H-4952	{ 3-1/8" 1-3/16"	"	73.02	"	P-617
Waukesha 1936—37	6	3 5/8"	59 1/2 m/m	112 m/m	Kevyt.	H-7287	{ 3-1/8" 1-3/16"	25.4	81	F.F.	"
Dictator 6, 1934—37.....	6	3 1/4"	2 3/64"	3 3/4"	T leikk.	DL-1591	{ 3-1/8" 1-3/16"	22.22	73.02	O	P-617
Whippet 1928—30.....											
		3 1/8"	2"	3 3/4"	Kevytm.	A-180	3-3/16"	.797"	2 15/16"	S	P-629
White, kuormavaunu.....											
	6	3 9/16"	2 31/32"	4 23/32"	V. R.	A-559	{ 3-5/32" 1-3/16"	28.57 m/m	77 m/m	F.F.	A-442
„	6	3 3/4"	2 5/8"	4 17/32"	Kevyt.	A-600	{ 3-1/8" 1-3/16"	"	83.34 m/m	"	A-457
„	6	3 5/16"	2 11/32"	3 7/8"	V. R.	A-2336	{ 3-1/8" 1-3/16"	25.4 m/m	73.81	"	A-521
Willys: 1937											
	4	3 1/8"	2 3/16"	3 3/4"	V. R.	A-2372	{ 3-3/32" 1-3/16"	.937"	2 11/16"	F.F.	A-576
Willys Knight:											
66, 1925—26	6	3 1/4"	1 15/16"	4 3/8"	Kevytm.	A-160	{ 3-1/8" 1-1/8"	7/8"	2 7/8"	O	P-567
Volvo:											
Mallit 1935—36	6	3 5/16"	55 m/m	99 m/m	V. R.	T-465	{ 2-1/8" 2-5/32" 2-1/8"	22 m/m	71 m/m	F.F.	H-1020A
1936—37	6	3 5/8"	62 "	110 "	"	A-498	{ 1-1/8" 1-3/16"	25 "	80 "	"	H-591

KIERTOKANKIA

joita ei ole mainittu pääluettelossamme N:o 25.

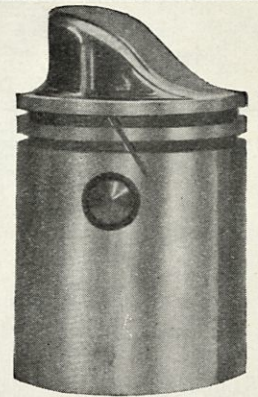


	Til. N:o
Chevrolet:	
1934. Myöhempi Master (Isoja öljyreikiä molemmin puolin)	H-4J
1935—36. Master ja Std. (Pieniä öljyreikiä molemmin puolin)	H-4K
1937. Master. Master de Luxe	H-4L
Ford:	
1932—37. Kaikkiin malleihin	H-1G
Hercules:	
Mallit: JXA, JXB, JXC, JXD	H-15G
Reo:	
1932—34, 3 3/8" moottorilla	H-42H
1935—36, 3 1/8" "	H-42K



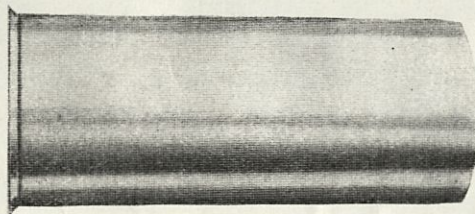
MOOTTORIPYÖRIEN MÄNTIÄ

Allalueteltut männät eivät ole pääluette-
lossamme N:o 25



Merkki ja malli	Sil. luku	Sil. Ø	Keskiö- korkeus	Koko pituus	Männän			T a p i n			
					Aine	Tilaus N:o	Renkaat	Ø	Pituus	Malli	N:o
A.J.S.:											
Malli 14- 1936	1	82. ₅₅ m/m	46. ₂ m/m	86 m/m	Kevyt.	H-3185	{ 3-1/16"	22. ₂₂ m/m	72 m/m	F.F.	H-1176A
" 18- "	1	79 "	32. ₂ "	75. ₅ "	"	H-5041	{ 1-5/32"	"	57 "	"	H-1226A
" 16- "	1	69. ₀₅ "	30. ₆ + 6 "	88 "	"	H-5380	{ 3-1/16"	"	"	"	"
250 cc. K.V. 1930	1	65 "	43 + 7 1/2 "	79 "	"	H-4480	{ 2-1/16", 1-1/8"	14. ₂₈ m/m	57. ₁₄ "	"	H-73A
Ariel:	1	72 m/m	35 + 6	76. ₂	Kevyt.	H-4104	3-1. ₆ m/m	20. ₆₁	60. ₃	F.F.	H-1496A
	1	86. ₄	48. ₈ + 2	87. ₃	"	H-4136	2-1. ₆ "	"	76. ₂	"	H-1224A
	1	81. ₈	31. ₇₄	60. ₈	"	H-5056	{ 2-1. ₆ "	"	68. ₂₆	"	H-1814A
							{ 1-3. ₁₇ "				
B.S.A.:											
150 cc. O.H.V.	1	52 m/m	25 + 8 m/m	68. ₂₈ m/m	Kevyt.	H-4556	2-2 m/m	15. ₈₇ m/m	45 m/m	F.F.	H-123c
500 cc. O.H.V. 1935	1	85 "	35 "	88 "	"	H-4984	{ 2-2 "	19. ₀₅ "	76. ₂ "	"	H-384E
350 cc. De Luxe 1935 ...	1	71 "	29. ₃₇ "	73. ₈ "	"	H-5651	{ 1-3. ₉₇ "	"	65. ₀₈ "	"	H-370c
350 cc. Blue Star 193-334	1	71 "	23. ₃₃ "	81 "	"	H-5688	{ 2-1. ₆ "	19. ₀₄ "	65. ₀₈ "	"	H-370c
250 cc. K.V. 1935-36 ...	1	63 "	25. ₄₀ "	60. ₃₂ "	"	H-7151	{ 2-1. ₅ "	15. ₈₇ "	57. ₁₄ "	"	H-134B
496 cc. K.V. 1936	1	82 "	30. ₉₅ "	77. ₇₈ "	"	H-5451	{ 1-3. ₉₇ "	19. ₀₅ "	75. ₀₀ "	"	H-371B
350 cc. Blue Star 1934-36	1	71 "	37. ₃₁ "	63. ₅₀ "	"	H-5646	{ 2-1. ₅ "	"	65. ₀₈ "	"	H-370c
							{ 1-3. ₉₇ "				
D.K.W.:											
300 cc. 1928-32	1	74 m/m	31 + 20 m/m	98 m/m	Kevyt.	H-4201	3-3 m/m	15 m/m	68 m/m	F.F.	H-1503B
Harley Davidson:											
16 Hv. 1925-29	2	84. ₁₄ m/m	43. ₆₅	78. ₅₈	Kevyt.	H-2068	3-3. ₁₇ m/m	20. ₁₁ m/m	75. ₄ m/m	F.F.	H-441B
350 cc. K.V.	1	73. ₀₂ "	30 m/m + 9. ₆	72. ₂₃	"	H-1345	3-3. ₁₇ "	15. ₄₇ "	63. ₄₃ "	"	H-110
350 cc. " korkea pur.	1	"	47. ₆₂	79. ₄₀	"	H-3342	2-3. ₁₇ "	20. ₁₁ "	64. ₂₉ "	"	H-1230A
F. N.:											
348 cc. 1931-33	1	74 m/m	34. ₅ m/m	68. ₅ m/m	Kevyt.	H-4832	{ 2-2 m/m	20 m/m	62. ₅ m/m	F.F.	H-421A
							{ 1-5 "				
Francis Barnett: 2 tahti ...	1	63 m/m	27 + 22 m/m	111. ₁₉ m/m	Kevyt.	H-4300	2-2. ₃₈ m/m	12. ₅ m/m	55. ₆ m/m	F.F.	H-19c
Matchless:											
Malli G3- 1936	1	69. ₀₅	30. ₃ + 7 mm	87 m/m	Kevyt.	H-5380	{ 2-1/16"	22. ₂₂	57 m/m	F.F.	H-1226A
" G90- " 500 cc.	1	82. ₅₄	45 + 8 "	93 "	"	H-5099	{ 1-1/8"	"	70. ₅ "	"	H-1858A
" G80- " "	1	"	46. ₀₃ "	85. ₇₂ "	"	H-4623	{ 3-1/16"	"	70. ₆₄ "	"	H-510A
" G2M- " 250 cc.	1	62. ₇₁	36. ₅₁ "	73. ₄₂ "	"	H-4453	{ 1-5/32"	"	50. ₈ "	"	H-1567A
Silverarrow 400 cc.	2	53. ₉₇	34. ₁₃ "	62. ₇₀ "	"	H-2057	{ 3-1/16"	"	"	"	H-237A
							2-2. ₃₆ m/m	17. ₄₆	44. ₄₅ "	"	H-237A
Norton:											
500 Kamshaft Korkeap....	1	79 m/m	47 m/m	75 m/m	Kevyt.	H-3326	{ 2-1. ₆ "	22. ₂₂	66. ₆₇	F.F.	H-507A
500 International	1	"	36. ₇ + 3 mm	73 "	"	H-3320	{ 1-3. ₁₇ "	"	"	"	"
500 O.H.V. N:o 18. 20. } CS1. Puristus 5.9 }	1	"	36 m/m	66 "	"	H-4245	"	"	"	"	"
350 Kamshaft	1	71 m/m	34. ₉₂ m/m	70. ₆₄ "	"	H-5021	{ 2-1. ₆ m/m	"	53. ₁₈	"	H-1332A
							{ 1-3. ₁₇ "				

Merkki ja malli	Sil. luku	Sil. Ø	Keskiö- korkeus	Koko pituus	M ä n n ä n			T a p i n			
					Aine	Tilaus N:o	Renkaat	Ø	Pituus	Malli	N:o
New-Imperial:											
Malli 40—1934; 45—1935 350 cc	1	74 m/m	23. ₈₁ m/m	70 m/m	Kevyttn.	H-4683	$\left\{ \begin{array}{l} 2-1/16'' \\ 1-1/8'' \end{array} \right.$	15. ₈₇ m/m	66. ₆₇ m/m	F.F.	H-167B
„ 11- 500 cc	1	86 „	22. ₂₂ „	60. ₃₂ „	„	H-3522	$\left\{ \begin{array}{l} 2-1/16'' \\ 1-3/32'' \end{array} \right.$	19. ₀₄ „	76. ₂₀ „	„	H-384D
„ 25—1935 150 cc	1	55 „	37 „	72 „	„	H-3520	$\left\{ \begin{array}{l} 1-3/32'' \\ 1-3/32'' \end{array} \right.$	16 „	49 „	„	H-1074B
„ 35- „ 250 cc	1	67 „	28. ₆ „	63. ₅ „	„	H-4049	$\left\{ \begin{array}{l} 1-3/32'' \\ 1-3/32'' \end{array} \right.$	15. ₈₇ „	60 „	„	H-1248B
„ 70- „	1	82 „	„	„	„	H-5637	$2-1/16, 1-3/32$	19. ₀₄ „	75 „	„	H-384D
„ 500 cc 1937.....	1	82 „	27. ₂₂ „	73. ₅ „	„	H-5900	$\left\{ \begin{array}{l} 2-1/16 \text{ m/m} \\ 1-3/17 \text{ ''} \end{array} \right.$	19. ₀₄ „	75 „	„	H-384D
Royal Enfield:											
Malli C-1935											
„ G- „											
„ B-S-S2 1935—36...	1	64 m/m	32 m/m	65. ₄ m/m	Kevyttn.	H-4879	$3-1/16''$	19. ₀₄ m/m	51. ₅ m/m	F.F.	H-1661A
„ T-150 cc	1	56 „	27 „	52. ₄ „	„	H-4613	$3-1/16''$	15. ₆₂ „	45 „	„	H-1685A
„ Z-1935—36	1	56 „	45. ₂ „	80. ₁₆ „	„	H-3691	$2-1/8''$	12. ₆ „	51 „	„	H-1360B
„ J-1936	1	84 „	42. ₃ „	89 „	„	H-5623	$\left\{ \begin{array}{l} 2-1/16'' \\ 1-4 \text{ m/m} \end{array} \right.$	19. ₀₅ „	71 „	„	H-1500A
„ H-1936	1	84 „	42 „	88 „	„	H-5760	$3-1/16''$	„	71 „	„	H-1500A
„ C-1936	1	69. ₈₅ „	35 „	80 „	„	H-5762	$3-1/16''$	„	58 „	„	H-2110A
„ 350 cc. S.V. 1928-35	1	69. ₈₄ „	40. ₀₈ „	71. ₈₃ „	„	H-2768	$3-1/16 \text{ m/m}$	15. ₆₂ „	63. ₄₉ „	„	H-118B
Rex:											
	1	79. ₅ m/m	32+5 m/m	69. ₈₅ m/m	Kevyttn.	P-1337	$3-2 \text{ m/m}$	19. ₀₅	78. ₅	F.F.	H-388B
	1	79. ₅ „	36 „	71. ₃ „	„	P-1335	$3-2 \text{ ''}$	„	„	„	„
	1	70 „	39. ₅ „	77. ₇₉ „	„	P-1560	$3-2 \text{ ''}$	„	63. ₅	„	H-358B
Triumph: englant.											
500 K.V. 1934—35	1	84	36+11	80. ₁₆	Kevyttn.	H-5000	$2-1/16, 1-3 \text{ m/m}$	18. ₈₂	74. ₆	F.F.	H-332B
500 K.V. 1932—34	1	84	34+7	84. ₁₃	„	H-3695	$2-2/38 \text{ ''}$	„	„	„	„



VALMIITA UUSIMISHYLSSYJÄ.

„F.S.“ tarkoittaa että hylssyt ovat ulkopuolella valmiiksi hiottuja, ja sisäpuolella varustettu n. .010" a .015" työvaralla hiomista, porausta tahi poleerausta varten.

Tilaus N:o	Merkki	Alkup. syl. Ø	Sylinterien pitää hioa allamainittuihin mittoihin, vähennettynä 0.0005" = 0.013 mm.			Pituus
			Ulko Ø	Laipan Ø	Laipan paksuus	
F. S. 151	Chevrolet 6 syl. ja Bedford	$3 \frac{5}{16}''$	$3 \frac{7}{16}''$	$3 \frac{9}{16}''$	$1 \frac{1}{8}''$	$7 \frac{5}{16}''$
„ 152	Chevrolet 4 syl.	$3 \frac{11}{16}''$	$3 \frac{13}{16}''$	$4''$	$3 \frac{1}{16}''$	$8 \frac{5}{8}''$
„ 551	Dodge $3 \frac{3}{8}''$	$3 \frac{3}{8}''$	$3 \frac{1}{2}''$	$3 \frac{5}{8}''$	$3 \frac{1}{16}''$	$8 \frac{3}{8}''$
„ 194	Fiat 509	57 mm.	$2 \frac{3}{8}''$	$2 \frac{1}{2}''$	$1 \frac{1}{8}''$	6"
„ 195	Fiat 501/503	65 mm.	$2 \frac{11}{16}''$	$2 \frac{3}{4}''$	$1 \frac{1}{8}''$	7"
„ 205	Ford A. BB.	$3 \frac{7}{8}''$	4"	$4 \frac{1}{8}''$	$3 \frac{1}{16}''$	$7 \frac{1}{2}''$
„ 493	Ford V-8	$3 \frac{1}{16}''$	$3 \frac{3}{16}''$	ilman laippaa		$6 \frac{1}{2}''$
„ 479	Ford Junior	2.230"	2.355"	„		$5 \frac{5}{8}''$
„ 514	Blitz	$3 \frac{1}{8}''$	$3 \frac{1}{4}''$	$3 \frac{3}{8}''$	$3 \frac{1}{16}''$	208 mm.
„ 719	Reo	$3 \frac{1}{8}''$	$3 \frac{1}{4}''$	$3 \frac{3}{8}''$	$3 \frac{1}{16}''$	$8 \frac{3}{4}''$
„ 306	Reo	$3 \frac{3}{8}''$	$3 \frac{1}{2}''$	$3 \frac{5}{8}''$	$3 \frac{1}{16}''$	$8 \frac{5}{8}''$
„ 557	Reo	$3 \frac{5}{8}''$	$3 \frac{7}{8}''$	4"	$3 \frac{1}{16}''$	$8 \frac{13}{16}''$
„ 863	Hercules $3 \frac{3}{4}''$	$3 \frac{3}{4}''$	$3 \frac{7}{8}''$	4"	$3 \frac{1}{16}''$	$7 \frac{3}{4}''$
„ 862	Hercules	$3 \frac{5}{8}''$	$3 \frac{3}{4}''$	$3 \frac{7}{8}''$	$3 \frac{1}{16}''$	$7 \frac{3}{4}''$
„ 206	Fordson	4"	$4 \frac{1}{8}''$	$4 \frac{1}{4}''$	$3 \frac{1}{16}''$	$8 \frac{7}{8}''$
„ 528	Fordson	$4 \frac{1}{8}''$	$4 \frac{1}{4}''$	$4 \frac{3}{8}''$	$3 \frac{1}{16}''$	$8 \frac{7}{8}''$

Tilauksesta toimitamme kaikkiin moottoreihin yllämainittuja valmiiksi hiottuja hylssyjä. Ammattimies tietää mistä merkityksestä on saada ehdottomasti ensiluokkaisia hylssyjä ja valmiiksi hiottuja, sillä silloin ei mene rahaa eikä aikaa hukkaan niiden asettamisessa.

VEDETTYJÄ HELAPRONSSI-AINEITA.

Aineet toimitamme valmiiksi vedettynä allamainittuihin mittoihin, ja on tarkkuus 0.12 mm. Aineet toimitamme 1 metrin pituisissa tangoissa, tahi pienimmissä erissä 10 % koroituksella.

Sisä Ø tuumaa	Ulko Ø tuumaa	Sisä Ø mm.	Ulko Ø mm.	Paino metriltä.
3/8"	9/16"	9.52	14.28	0.780 kiloa
1/2"	5/8"	12.07	15.87	0.620 "
1/2"	3/4"	12.07	19.05	1.350 "
9/16"	11/16"	14.29	17.46	0.720 "
9/16"	13/16"	14.29	20.63	1.560 "
9/16"	3/4"	14.29	19.05	1.125 "
9/16"	7/8"	14.29	22.23	2.000 "
5/8"	3/4"	15.87	19.05	0.765 "
5/8"	13/16"	15.87	20.63	1.240 "
5/8"	7/8"	15.87	22.23	1.670 "
11/16"	15/16"	17.40	23.83	1.840 "
47/64"	55/64"	18.70	21.83	0.880 "
47/64"	15/16"	18.70	23.85	1.480 "
3/4"	7/8"	19.05	22.23	0.950 "
3/4"	15/16"	19.05	23.83	1.440 "
3/4"	1"	19.05	25.40	2.060 "
25/32"	1 1/8"	19.05	28.57	3.210 "
51/64"	1 3/8"	19.85	26.65	2.160 "
51/64"	59/64"	20.24	23.42	0.960 "
51/64"	1 1/16"	20.24	27.00	2.230 "
13/16"	61/64"	20.63	24.20	1.190 "
55/64"	1"	21.83	25.40	1.120 "
55/64"	1 1/16"	21.83	27.00	1.760 "
55/64"	1 1/8"	21.83	28.57	2.360 "
7/8"	1"	22.23	25.40	1.120 "
7/8"	1 1/16"	22.23	27.00	1.660 "
7/8"	1 1/8"	22.23	28.57	2.215 "
7/8"	1 11/16"	22.23	29.76	2.071 "
15/16"	1 1/4"	22.23	31.74	3.630 "
63/64"	1 1/16"	23.81	27.00	1.200 "
1"	1 3/16"	25.00	30.16	2.000 "
1"	1 5/16"	25.40	27.38	0.715 "
1"	1 1/8"	25.40	28.57	1.150 "
1"	1 1/4"	25.40	31.75	2.575 "
1"	1 5/16"	25.40	33.34	3.200 "
1 1/16"	1 3/8"	26.98	34.92	4.000 "
1 1/16"	1 5/16"	26.98	33.34	2.630 "
1 3/32"	1 7/16"	27.78	36.51	4.200 "
1 1/8"	1 1/4"	28.57	31.75	1.830 "
1 1/8"	1 1/4"	28.57	31.75	1.525 "
1 1/4"	1 3/8"	31.75	34.92	3.000 "
1 1/4"	1 3/8"	31.75	34.92	1.480 "
1 3/8"	1 5/8"	34.92	41.27	5.290 "
1 3/8"	1 3/4"	34.92	44.45	5.430 "
1 1/2"	1 7/16"	34.92	36.51	
	1 5/8"	38.00	41.50	1.960 "
		16.00	22.00	1.600 "
		20.00	24.00	
		18.00	24.00	1.740 "
		20.00	26.00	2.240 "
		22.00	28.00	2.070 "
		24.00	30.00	2.240 "
		25.00	31.00	2.280 "
		28.50	32.00	1.480 "
		30.00	36.00	2.760 "
		30.00	38.00	3.720 "
		38.00	41.50	1.960 "
		38.00	44.00	3.520 "
		41.00	46.00	3.000 "
		49.00	55.00	7.200 "

Hela-aineemme on erikoinen seos alustan heloja varten, mutta sitä voidaan tietenkin käyttää moneen muuhun tarkoitukseen missä paine ja kierrosluku pysyvät suhteellisuuksien rajoissa.

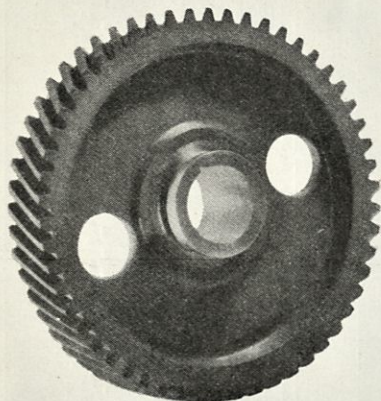
TARKKUUS-VEDETTY HELA-AINEEMME ratkaisee järkiperaisella, halvalla ja perin mukavalla tavalla autokorjaamon helavarasto kysymyksen.

Hyvin lajiteltu varastomme vedettyä hela-ainetta tarjoaa korjaamolle suuren edun, että he pienellä rahansijoituksella aina kykenevät nopeasti ja halvalla valmistamaan kaikenlaisia heloja sekä amerikkalaisiin- että eurooppalaisiin vaunuihin.

Ainoa työvaihe on hela-aineen katkaiseminen. Ei tarvita ulko- eikä sisäpuolista sorvausta. Hela-aineemme säästää 85 % työaikaa — 65 % kuluja

verrattuina valettuihin hela-aineisiin.

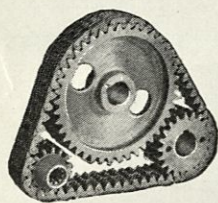
Tilaus N:o	Merkki	Hamp. luku	Sorvaus Ø	Ulko Ø	Leveys
120-F	Willys-Knight	120	14.000"	15.180"	11/16"
120BS-F	Essex, Hupm., Oakland, Oldsmobile.....	120	14.000"	15.130"	11/16"
120F-F	Ford T	120	Pultilla	15.150"	3/8"
121-F	Auburn, International, Locomobile, j.n.e. ...	121	15.300"	14.250"	11/16"
122-F	Dodge 4, 1926—28	122	14.250"	15.405"	11/16"
L-122A-FR	" j.n.e.....	122	14.445"	15.430"	11/16"
L-122-FR	" j.n.e.....	122	14.500"	15.250"	11/16"
122S-R	Ford V-8, 60 Hv. 1937	122	10.801"	12.330"	13/32"
122SB-F	Buick Master Six 1925—28	122	14.195"	15.405"	11/16"
123-FR	Chandler, Cleveland	123	14.425"	15.550"	11/16"
123BS-F	Buick, G. M. C., 1928—31	123	14.225"	15.430"	3/4"
L-124A-FR	Chrysler, Graham	124	14.445"	15.680"	3/4"
124-F	Chrysler, Nash	124	14.425"	15.675"	11/16"
L-124B-F	Oakland All American, Dodge	124	14.473"	15.660"	5/8"
124S-F	"	124	14.425"	15.630"	11/16"
125S-F	Nash 1928, 400, Advanced, Spec.	125	14.425"	15.675"	11/16"
126-F	Brockway, Fisher, Lincoln, International 1933—36 j.n.e.	126	14.645"	15.930"	11/16"
L-128A-F	Locomobile	128	15.020"	16.170"	1"
L-130A-FR	Jewett, Peerless, Paige	130	15.375"	16.430"	11/16"
130C-F	Graham 1935—37	130	13.090"	14.045"	1/2"
130X-F	Studebaker Dict. 1936—37	130	11.810"	13.170"	1/2"
131-F	Graham-Paige	131	15.500"	16.550"	9/16"
L-131-FR	"	131	15.500"	16.550"	9/16"
132S-F	Chevrolet 1934—36	132	12.325"	13.312"	1/2"
133-F	Chandler, Fisher	133	15.750"	16.800"	11/16"
133S-F	Chevrolet 1936, Henkilö ja kuormav.....	133	12.325"	13.305"	1/2"
133X-F	Studebaker 1937	133	12.122"	13.447"	1/2"
134S-R	Oldsmobile, Essex 1937, Hudson	134	12.389"	13.546"	13/32"
136-F	Reo FB, GB 1927—29	136	15.960"	17.166"	3/4"
139-F	Chevrolet 1937 kaikki	139	13.070"	14.015"	1/2"
139BS-F-R	Pontiac 6—8, 1935—37	139	13.075"	14.048"	1/2"
140S-F	Packard Sarja 120	140	13.200"	14.195"	1/2"
145S-F	Oldsmobile, La-Salle	145	13.235"	14.500"	5/8"
145C-F	Oldsmobile 6 ja 8, 1935—37	145	13.546"	14.525"	1/2"
146C-F	Chrysler, Dodge, Plymouth, Fargo 1936—37	146	13.561"	14.622"	1/2"
146S-F	Chrysler, De-Soto 1933—37	146	13.562"	14.622"	11/16"
146B-F	Buick 1934—37	146	13.302"	14.619"	9/16"
148S-F	Packard 120, 1935—37	148	14.020"	14.990"	1/2"
L-150B-F	Reo j.n.e.	150	15.011"	15.216"	1/2"
150BS-F	Reo 1934—35, 1936 j.n.e.	150	14.118"	15.195"	1/2"
156S-F	Buick 1932—35	156	14.240"	15.620"	13/16"
156C-F	" 1936—37, La-Salle V-8	156	14.240"	15.620"	11/16"



JAKOHAMMASPYÖRIÄ.

Allamainitut eivät ole päälueetelossamme
N:o 25 mainittu.

Merkki	Nokka-akseli		
	N:o	Aine	Hamp.
Chevrolet:			
Kaikki mallit 1937	970	C	54
G. M. C.			
6 sylint. 1934—37	948	C	72
6 " 1935—37	950	C	60
6 " 1933—37	802	C	54 — 1" leveä.
6 " "	833	C	54 — 1 1/4" leveä.
Hercules:			
Malli: JXA, JXB, JXC, JXD	808	C	50
" " " "	830	C	25 = pumpun pyörä.
Hudson ja Terraplane:			
6 ja 8 syl. 1937	967	C	56 — 1"
6 syl. 1933—36	705	C	56 — 7/8"
Studebaker:			
Dictator six 1935—37	872	C	58



WHITNEY

Jakopyörän Ketjuja.



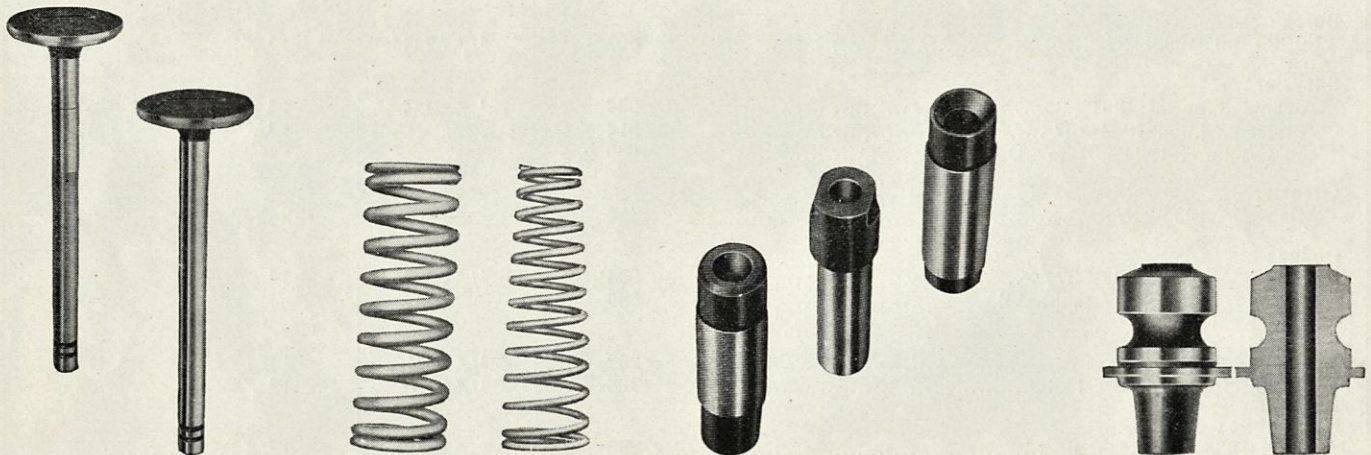
Allamainitut eivät ole pääluettelossamme N:o 25 mainittu.

Merkki ja malli	Til. N:o	Malli ja ohjaus	Leveys	Nivel luku
Auburn:				
6—52, 6—53, 8—50, 8—51, 1934—36.....	681	1/2" CLG	1"	49
Super C-eight, 1935—36	780	"	1 1/4"	49
Bedford:	343	1/2"	rullaketju	54
Blitz:	620	1/2" CLG	1 1/4"	52
Buick:				
60, 80, 90, 1936—37	607	1/2" CLG	1 1/4"	50
Chrysler:				
Airflow Imperial 1931—35.....	634	1/2" CLG	1 1/2"	53
Airstream j.n.e. 1934—37	614	"	1 1/4"	47
C6, C7, j.n.e. 1934—37 ja „De Soto“	680	"	1"	48
Citroen:				
Malli „7“ 1935—37	354	3/8"	rullaketju	66
Dodge:				
Kuormavaunuja 1933—37	634	1/2" CLG	1 1/2"	53
„ 1937 ja henkilöv.	680	"	1"	48
Graham:				
Crusander 1935—37	285	1/2" SJG	1"	46
Std. 6, Special 6, 1931—33	708	1/2" SL	1 1/4"	68
Hupmobile:				
8 syl. 1935—36.....	286	3/8" SR	1 1/4"	66
417, 427, 518, 6 syl. 1934—36.....	603	1/2" CLG	1"	51
Century 8 syl. 1930—34	861	1/2" SL	1 1/2"	65
Lincoln:				
Mallit 1932—37	427	3/8" BH	1 1/2"	104
Nash-Lafayette:	301	3/8"	rullaketju	60
Oldsmobile:				
F-37, 6 syl. 1937	685	1/2" CLG	1"	47
Packard:				
Twin six, Twelve 1932—37	641	1/2" CL	1 3/4"	56
Sarja 120—8 syl. 1935	282	3/8" SR	1"	58
„ 120B—120C, ja 6 syl. 115C	288	"	1 1/4"	58
Pontiac:				
8 syl. 1933—37.....	280	3/8" SR	1 3/16"	56
6 „ 1935—37.....	281	"	1"	56
Reo:				
Useat mallit 1935—37	680	1/2" CLG	1"	48
Silvercrown 1936—37.....	682	"	1"	46
Rockne:				
65, 1933	613	1/2" CLG	1 1/4"	46
Wauxhall:				
Mallit 1929	713	1/2" SL	1 1/4"	64
Willys:				
77, 1933—37	290	1/2" SJG	1 1/4"	47
Volvo:				
Mallit 1933—35	357	7/16"	rullaketju	74
	311	3/8"	"	76
	312	3/8"	"	72

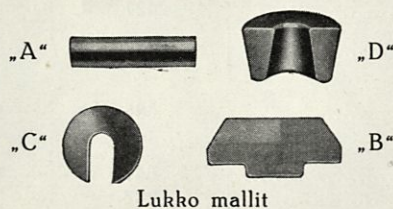
PERMITE



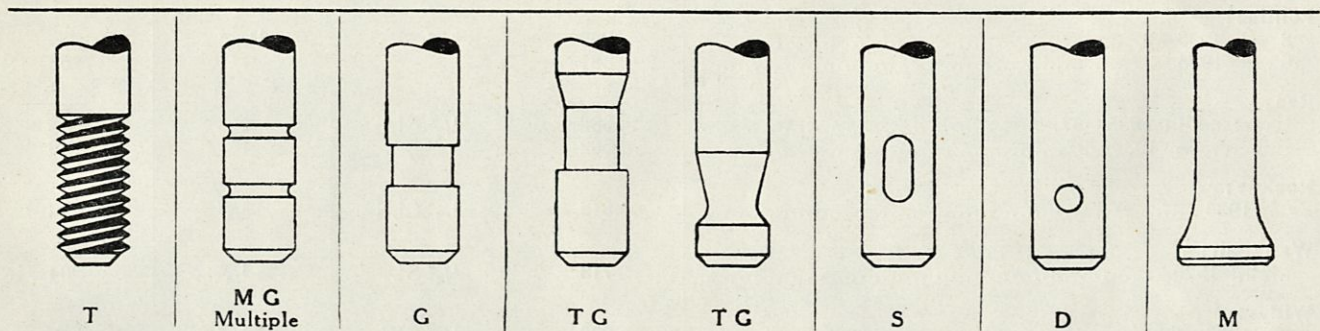
VENTTIILEJÄ — JOUSIA — OHJAAJIA — LUKKOJA
Käytetään vakiovarusteena monissa automerkeissä.



„V“ nikkeliterästä
„D“ ruostumatonta
erikoisterästä



Lukko mallit



Varren alapään mallit

VENTTIILIEN ERITTELY.

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon		
		N:o	pään Ø	varren		pään muoto	N:o			Malli		
				pituus	Ø							
Auburn :												
76, 6—8, 1928—29 ...	6	D-444	pako	35.72	146.8	8.7 mm	G	G-7168	E-224X	H-18X		C
		V-445	imu	38.90	"	"	"	"	"	"		"
6—66 A, 1928	6	D-316	pako	33.33	138.11	9.4 mm	—	G-7184	E-160X	—		"
		V-315	imu	36.51	"	"		"	"	"		"
Buick :												
40, 1937	8	D-761	pako	34.13	125.41	9.50	G	G-7384	E-382Y	H-185Y		C
		V-868	imu	38.89	125.01	9.45	"	"	E-383Y	"		"
60, 80, 90, 1937	8	D-597	pako	36.51	129.77	9.40	"	G-7467	E-382Y	H-185Y		"
		V-873	imu	45.24	129.77	9.45	"	"	E-383Y	"		"
36—40, 1936	8	D-761	pako	34.13	125.41	9.50	"	G-7384	E-356Y	H-185Y		"
		V-760	imu	38.89	"	"	"	"	E-357Y	"		"
60, 80, 90, 1936	8	D-597	pako	36.51	129.77	9.40	"	G-7407	"	"		"
		V-598	imu	45.24	"	9.45	"	"	"	"		"
34-40, 35-40, 1934-36	8	D-761	pako	34.13	125.41	9.50	"	G-7384	E-304Y	H-11Y		D
		V-760	imu	38.89	"	"	"	"	E-231Y	"		"
80—90, 1933—35	8	D-599	pako	40.48	129.72	9.42	"	G-7303	"	"		"
		V-598	imu	45.24	"	"	"	G-7304	"	"		"
60, 1933—35	8	D-597	pako	36.51	129.77	9.40	"	"	"	"		"
		V-596	imu	39.69	"	9.45	"	"	"	"		"
50, 1933—35	8	D-595	pako	34.13	125.41	8.60	"	G-7302	E-304Y	H-168Y		D
		V-594	imu	37.30	"	8.62	"	"	E-310Y	"		"
8-80, 8-90, 1931—32	8	D-599	pako	40.48	129.77	9.40	"	G-7303	E-262Y	H-11Y		"
		V-598	imu	45.24	"	9.43	"	G-7304	E-231Y	"		"
60, 1931—32	8	D-597	pako	36.51	"	"	"	"	"	"		"
		V-596	imu	39.69	"	"	"	"	"	"		"
50, 1931—32	8	D-595	pako	34.13	125.41	8.60	"	G-7302	E-230Y	H-168Y		D
		V-594	imu	37.30	"	8.65	"	"	E-261Y	"		"
121, 129, 50, 60, 1929—30.....	6	D-467	pako	45.24	137.31	9.40	"	G-7136	E-230X	H-11X		D
		V-466	imu	51.59	"	9.45	"	G-7137	E-231X	"		"
116, Std. 6, 40, 1929-30	6	D-465	pako	43.65	120.77	9.40	"	G-7132	"	"		"
		V-464	imu	"	"	9.45	"	G-7133	"	"		"
Master 6, 120, 128, 1927—28.....	6	D-429	pako	45.24	140.49	9.40	"	G-7134	E-181X	"		"
		V-430	imu	51.59	140.88	9.42	"	G-7135	E-183X	"		"
Std. 6, 115, 1928	6	D-428	pako	40.48	132.15	9.37	"	G-7130	E-12X	"		"
		V-428	imu	"	"	"	"	G-7131	E-183X	"		"
Std. 6, 115, 1925—27	6	D-170	pako	40.48	143.66	9.40	D & G	"	E-12X	"		"
		V-170	imu	"	"	"	"	"	E-14X	"		"
Master Six 1924—27	6	D-172	pako	45.24	156.36	9.42	"	G-7134	"	"		"
		V-171	imu	51.59	"	9.44	"	G-7135	"	"		"
Ventt. nostaja jousi												
Mallit 50, 1931—34...	8	—	—	—	—	—	—	—	E-277Y	—		
" 60, 80, 90 1931—34	8	—	—	—	—	—	—	—	E-182Y	—		
" Kaikki 6 syl. 1929—30	6	—	—	—	—	—	—	—	E-182X	—		
Brockway :												
EB (Wiscosin)		D-335	pako	42.46	148.42	9.52	D & G	G-7328	E-218X	—		
		V-335	imu	"	"	"	"	"	"	"		
Chandler :												
Big six 1923—29	6	D-184	pako	43.63	164.7	9.50	D	G-7190	—	J-15X		A
(Cleveland)		V-184	imu	"	"	"	"	"	"	"		"
Std. six 31, 1927—29	6	D-187	pako	35.72	127	7.86	"	—	E-204X	"		"
(Cleveland)		V-187	imu	"	"	"	"	"	E-205X	"		"
Special six 43, 1927...	6	D-188	pako	38.89	158.75	8.66	"	—	E-203X	"		"
		V-188	imu	"	"	"	"	"	"	"		"

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon	
		N:o	pään Ø	varren		pään muoto	N:o			Malli	
				pituus	Ø						
(Allamainitut Chev.-osat eivät ole „Permite“ vaan toista ensil. valmistetta.)											
Chevrolet:											
Kuormav. 1937.....	6	D-877	pako	37. ₃₁	117. ₄₇	8. ₆₆	G	G-7452	E-311X	H-206X	D
		V-876	imu	42. ₀₆	150. ₈₁	8. ₆₈		G-7453			
Master ja Std. 1936 .	6	D-788	pako	37. ₃₁	117. ₄₇	8. ₆₈		G-7371	E-311X	H-178X	"
		V-787	imu	43. ₂₆	150. ₈₁	8. ₆₈	"	G-7392			
Master ja Std. 1935 .	6	D-788	pako	37. ₃₁	117. ₄₇	8. ₆₈		G-7371	E-349X	H-178X	"
		V-787	imu	43. ₂₆	150. ₈₁	8. ₆₈	"	G-7392			
Master, DA 1934.....	6	D-746	pako	37. ₃₁	117. ₄₇	8. ₆₆	S	G-7371	E-311X	J-139X	B
		V-745	imu	41. ₂₇	147. ₆₃	8. ₆₈		G-7372			
Standard, 1934.....	6	D-709	pako	34. ₅₃	120. ₆₅	7. ₈₈		G-7114	E-330X	J-16X	"
		V-708	imu	37. ₃₁	"	"	"	E-338X			
Master ja Std. 1933 .	6	D-709	pako	34. ₅₃	120. ₆₅	7. ₈₈		G-7114	E-293X	J-16X	"
		V-708	imu	37. ₃₁	120. ₆₅	"	"				
BA, 1932	6	D-672	pako	34. ₁₃	115. ₈₈	7. ₈₈		G-7114	E-253X	J-16X	"
		V-671	imu	36. ₉₁	"	"	"				
AD, AE, 1930—31 ...	6	D-521	pako	34. ₁₃	114. ₆₉	7. ₈₈		G-7114	E-253X	J-16X	"
		V-520	imu	36. ₉₁	"	"	"				
AC, 1929	6	D-472	pako	35. ₇₂	115. ₀₉	7. ₈₈		G-7114	E-253X	J-16X	"
		V-472	imu	"	"	"	"				
AB, 4 syl. 1928	4	D-450	pako	42. ₀₇	114. ₈₀	7. ₈₈	"	—	E-110	J-16	"
		V-450	imu	"	"	"	"				
Kaikki 4, 1925—27 ...	4	D-450	pako	"	"	"	"	—	"	"	"
		V-450	imu	"	"	"	"				
Chrysler:											
Imperial Airflow C-17 1937.....	8	D-790	pako	35. ₇₂	137. ₃₂	8. ₇₀	M.G	G-7408	E-332Y	H-171Y	D
		V-789	imu	37. ₃₀	138. ₁₀	8. ₇₀		G-7341			
Imperial 8, C-14, 1937	8	D-875	pako	35. ₇₂	132. ₅₅	8. ₆₃	"	G-7408	"	"	"
		V-762	imu	37. ₃₀	132. ₁₅	8. ₆₆	"	G-7341	"	"	"
Airflow 8, C-15, 1937	8	D-874	pako	35. ₇₂	137. ₃₁	9. ₄₅	"	G-7408	"	"	"
		V-789	imu	37. ₃₀	138. ₁₀	8. ₇₀	"	G-7341	"	"	"
Six, C-16 1937	6	D-880	pako	38. ₈₉	119. ₀₆	8. ₆₃	"	G-7338	E-387X	H-171X	"
		V-879	imu	42. ₀₆	118. ₂₆	8. ₆₃	"	G-7337			
C-7, 1936	6	D-828	pako	41. ₂₇	125. ₄	7. ₄₅	S	G-7408	E-332X	H-171X	D
		V-827	imu	44. ₄₅	"	"		G-7341			
Std. 8, 1936	8	D-763	pako	35. ₇₂	132. ₉₅	8. ₆₆	M.G	"	E-332Y	H-171Y	"
		V-762	imu	37. ₃₀	132. ₁₅	"	"				
C-9, 10, 11 Airflow 1936—37.....	8	D-790	pako	35. ₇₂	137. ₃₂	8. ₇₀	"	"	"	"	"
		V-789	imu	37. ₃₀	138. ₁₀	8. ₇₀	"	"	"	"	"
Airflow 1934—35	8	D-790	pako	"	"	"	"	G-7104	"	"	"
		V-789	imu	"	"	"	"	G-7341	"	"	"
CUS Airstream 1934-35	8	D-763	pako	35. ₇₂	132. ₉₅	8. ₆₆	"	"	"	"	"
		V-762	imu	37. ₃₀	132. ₁₅	"	"	"	"	"	"
C-6, 1934-35	6	D-714	pako	37. ₃₀	131. ₈₆	8. ₆₆	"	"	E-332X	H-171X	D
		V-713	imu	38. ₈₉	130. ₅₇	8. ₆₆	"	"			
70 N:o 13858 jälkeen 77, 1930	6	D-510	pako	42. ₀₇	176. ₂	8. ₆₆	G	G-7110	E-111X	H-143X	"
		V-509	imu	43. ₆₅	177	8. ₆₆	"	G-7111			
66, 70 N:o 13858, 1930	6	D-512	pako	38. ₈₉	144. ₀₆	8. ₆₈	"	G-7108	E-185X	"	"
		V-511	imu	40. ₀₈	144. ₄₅	8. ₆₆	"	G-7109			
65, 1929	6	D-328	pako	37. ₃₀	139. ₇	8. ₆₈	"	"	"	H-13X	C
		V-537	imu	40. ₄₈	138. ₁	8. ₆₆	"	"			
80L, Imperial 6, 1928-30	6	D-346	pako	46. ₀₃	173. ₈₂	9. ₄₂	"	G-7112	E-186X	H-158X	"
		V-456	imu	49. ₂₁	174. ₂₂	9. ₄₄	"	G-7113			
72, 75, 1928—29	6	D-431	pako	40. ₄₈	177. ₄₀	8. ₆₆	"	G-7110	E-111X	H-13X	"
		V-432	imu	43. ₆₅	"	"	"	G-7111			
70, 1926—27	6	D-186	pako	40. ₄₈	154. ₇₈	8. ₆₆	"	G-7108	"	"	"
		V-186	imu	"	"	"	"	G-7109			
60, 62, 1926—28	6	D-328	pako	37. ₃₀	139. ₇₀	8. ₆₈	"	"	E-185X	"	"
		V-328	imu	"	"	"	"				
50, 52, 58, 1925—28 .	4	D-214	pako	40. ₄₈	126. ₂	9. ₄₅	D	G-7106	E-125	J-123	A
		V-214	imu	"	"	"	"	G-7107			
52 N:o 127749 jälkeen 1928	4	D-214	pako	40. ₄₈	126. ₂	9. ₄₅	"	"	"	"	"
		V-519	imu	43. ₆₅	"	"	"	"	"	"	"

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon	
		N:o	pään Ø	varren		pään muoto	N:o			Malli	
				pituus	Ø						
Citroen:											
5 CV.	4	547	pako imu	24	105. ₅	6. ₉₅	D	—	—	—	
B2, B12	4	25 t.r.	pako imu	30	129. ₇	7. ₉₅	S	—	—	—	
B14	4	383C	pako imu	34	129. ₇	7. ₉₅	D	—	—	—	
C6	4—6	949	pako	35	138	8. ₉	G	—	—	—	
		948	imu	37							
„7“ CV. (1 Sarja) ...	4	1491	pako	30. ₅	114. ₅	8. ₉	„	—	—	—	
		1490	imu	34	112. ₇						
„ (2 Sarja) ...	4	1747	pako	30. ₅	117. ₅	8. ₉	„	—	—	—	
		1746	imu	34	115. ₅						
Cletrac:											
Traktori, 1927	4	D-283 V-283	pako imu	50. ₈ „	111. ₉₂ „	11. ₀₅ „	D „	G-7374 „	E-217 E-366	H-199	
Cleveland											
Katso Chandler											
De Soto:											
S3, Airstream 37	6	D-880 V-879	pako imu	38. ₈₉ 42. ₀₆	119. ₀₆ 118. ₂₆	8. ₆₃ 8. ₆₃	M.G G	G-7338 G-7337	E-387X	H-171X	D
Mallit 1929—30	6	D-463 V-463	pako imu	37. ₃ „	131 „	8. ₆₆ „	G „	G-7104 G-7341	E-232X	H-13X	C
„ 1936 =Chrysler C7											
Dodge:											
Kuormav. 1936—37= Chrysler.....											
DP, DR, DU, D2, 1933—37.....	6	D-699 V-698	pako imu	37. ₃₁ 36. ₅₁	119. ₀₆ „	8. ₆₆ „	MG. „	G-7338 G-7337	E-301X	H-171X	D
DD6, DE Export, 1930—31.....	6	D-463 V-463	pako imu	37. ₃ „	131 „	8. ₆₆ „	G „	G-7104 G-7341	E-252X	H-13X	C
DB6, 1929—30	6	D-439 V-440	pako imu	40. ₄₈ 42. ₀₆	140. ₈₉ „	9. ₄₂ 9. ₄₄	TG. „	G-7101 G-7101	E-187X	H-14X	D
Victory six, 1928—29	6	D-452 V-451	pako imu	38. ₈₉ 42. ₀₇	132. ₅₅ „	9. ₃₇ 9. ₄₂	„ „	G-7102 G-7102	E-214X	H-14X	„
„ J, 19291, jälkeen	6	D-452 V-451	pako imu	38. ₈₉ 42. ₀₇	132. ₅₅ „	9. ₃₇ 9. ₄₂	„ „	„ „	E-238X	„	„
Senior six, 1927—29	6	D-439 V-440	pako imu	40. ₄₈ 42. ₀₆	140. ₈₉ „	9. ₄₂ 9. ₄₄	„ „	G-7101 „	„	„	„
Kaikki 4 syl.....	4	D-190 V-190	pako imu	43. ₆₅ „	161. ₉₂ „	9. ₄₅ „	D „	G-7106 „	E-116	J-120	A
Durant:											
612, 614, 619, 621, 622, 1930—31	6	D-437 V-438	pako imu	36. ₅₁ 39. ₆₈	134. ₁₄ „	8. ₆₆ „	D „	G-7229 „	E-263X	J-134X	A
70, 75, 617, 1928—30	6	D-370 V-382	pako imu	41. ₂₇ „	140. ₈₉ 141. ₂₈	9. ₄₀ „	„ „	G-7225 „	E-196X	„	„
55, 60, 63, 65, 66, 1928—29.....	6	D-316 V-315	pako imu	33. ₃₄ 36. ₅₁	138. ₁₁ „	9. ₄₀ „	„ „	G-7225 „	E-165X	„	„
M, M2, M4, 40, 1928—29.....	4	D-195 V-195	pako imu	41. ₂₇ „	129. ₇₇ „	9. ₄₂ „	„ „	„ „	E-145	J-134	A
Erskine:											
53, 1930	6	D-454 V-453	pako imu	38. ₁₀ 41. ₂₇	134. ₉₄ 133. ₇₄	7. ₈₈ 7. ₈₈	G „	G-7173 „	E-242X	H-140X	D
51, 52, 1928—29	6	D-468 V-469	pako imu	32. ₉₄ 36. ₁₁	123. ₈₂ „	7. ₈₆ 7. ₈₃	D „	G-7309 „	E-213X	J-138X	A
50, 1927	6	D-441 V-442	pako imu	31. ₃₅ 34. ₅₃	123. ₈₂ „	7. ₈₃ „	„ „	„ „	„	„	„

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon		
		N:o	pään Ø	varren		pään muoto	N:o			Malli		
				pituus	Ø							
Essex:												
Challenger 1929—31	6	D-244 V-244	pako imu	34. ₉₂ "	127. ₇₉ "	7. ₈₃ "	G	G-7115	E-239X	H-125X		C
Super 6 N:o 262336 jälkeen 1926—28 ... (¹ / ₈ " ylis. pää)	6	D-244 V-244	pako imu	34. ₉₂ "	127. ₇₉ "	7. ₈₃ "	"	"	E-119X	H-125X		"
Super six 1924	6	D-526 V-194	pako imu	37. ₃₀ 32. ₀	" 132. ₅	7. ₈₃ 7. ₈₃	"	"	"	"		—
Fiat:												
Malli 501—502—503	4	115	pako imu	30. ₆	150. ₅	8	S					
" 505	4	377	pako imu	37. ₈	168. ₃	9	"					
" 505-507 (1 Sarja)	4	632	pako imu	36. ₈	167	9	"					
" 505-507 (2 ")	4	600	pako imu	38. ₅	167. ₃₅	9	"					
" 509 (1 ")	4	374	pako imu	29	101. ₅	7	G					
" 509 (2 ")	4	888	pako imu	29	108. ₅	8	"					
" 514	4	814 813	pako imu	30 32	124. ₅	8	"					
" 520—521	6	563 562	pako imu	34 36	141 140. ₅	8	"					
" Balila	4	1324 1325	pako imu	26 28	112	7	"					
Ford:												
V8, 74, 60 HV, 1937	8	D-878 V-878	pako imu	32. ₅₄ "	107. ₅₅ "	7. ₀₇ "	M	G-7975	E-386Y	H-208Y		D
V-8, BB-8, 40, 1934-37	8	D-749 V-749	pako imu	39. ₂₉ "	119 "	7. ₈₇ "	"	G-7950	E-325Y	H-173Y		"
V-8, 1932—33	8	D-692 V-692	pako imu	39. ₂₉ "	119 "	7. ₈₇ "	"	G-7850	E-288Y	H-166Y		C
A, AA, B, BB, 1928-34	4	D-740 V-740	pako imu	38. ₈₉ "	142. ₀₈ "	7. ₉ "	"	G-7750	E-215	H-150		"
T, 1909—27	4	V-99 V-99	pako imu	38. ₁ "	124. ₆₂ "	7. ₈₃ "	D	—	E-120	J-121		A
¹ / ₈ " Ylisuuruus pää...		V-462	pako imu	41. ₂₇ "	" "	7. ₈₆ "	"	—	"	"		
" varsi		OV-99	pako imu	— "	— "	ylis. varsi	"		"	"		
Junior												
Fordson:												
Kaikki 4 ¹ / ₈ " , 1930—34	4	D-723 V-723	pako imu	42. ₈₆ "	171. ₄₅ "	8. ₇₃ "	G	G-7333	E-164	H-156		D
" (³ / ₁₆ " ylis. pää)												
1928—29	4	D-459 V-459	pako imu	47. ₆₂ "	172. ₂₄ "	7. ₈₈ "	"	G-7264	"	"		
4", 1917—29	4	D-287 V-287	pako imu	42. ₈₆ "	172. ₂₄ "	7. ₈₈ "	"	"	"	"		
¹ / ₆₄ " ylis. varressa ja ¹ / ₁₆ " päässä		D-881 V-881	pako imu	+ ¹ / ₁₆ " "	" "	+ ¹ / ₆₄ " "	"	"	"	"		
G. M. C.												
T43 j.n.e. 1928—34 ...	6	D-781 V-466	pako imu	46. ₈₃ 51. ₅₉	137. ₇₁ 137. ₃₆	9. ₄₂ 9. ₄₇	G	G-7136 G-7137	E-314X E-315X	H-11X		D
T30, T33, j.n.e. 1928-34	6	D-696 V-464	pako imu	44. ₀₅ 43. ₆₆	129. ₇₈ "	9. ₄₀ 9. ₄₅	"	G-7132 G-7133	E-230X E-231X	"		
T30, T42, j.n.e. 1929-34	6	D-782 V-464	pako imu	45. ₂₄ 43. ₆₆	130. ₁₇ 129. ₇₈	9. ₄₂ 9. ₄₅	"	"	"	"		
T11-15-17-19, 1929-31	6	D-248 V-473	pako imu	34. ₁₃ 35. ₇₁	118. ₂₇ 117. ₄₇	7. ₈₈ 7. ₉₀	"	G-7126	E-173X	H-130X		C
T60-80-82-90, 1928-30	6	D-646 V-466	pako imu	45. ₂₄ 51. ₅₉	137. ₃₀ "	9. ₄₀ 9. ₄₅	"	G-7136 G-7137	E-314X E-315X	H-11X		D

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon		
		N:o		pään Ø	varren		pään muoto			N:o	Malli	
					pituus	Ø						
G. M. C.												
T20—21, 1928—29 ...	6	D-428	pako	40. ₄₈	132. ₁₅	9. ₃₈	G	G-7130	E-315X	H-11X		
		V-428	imu	"	"	"		G-7131				
T40—50, 1928	6	D-429	pako	45. ₂₄	140. ₄₉	9. ₄₀	"	G-7134	"	"		
		V-430	imu	51. ₅₉	140. ₈₈	9. ₄₂	"	G-7135				
T10—11—19, 1928 ...	6	D-248	pako	34. ₁₃	118. ₂₁	7. ₈₈	"	G-7126	E-173X	H-130X		C
		V-248	imu	"	"	"		"				
Graham Paige:												
Graham, 1937	6	D-806	pako	30. ₅₆	121. ₈₄	7. ₉₇	D	G-7417	E-384X	J-138X		A
		V-805	imu	38. ₄₉	122. ₆₃	"		"				
Little 6, Crusander 1935—36.....	6	D-806	pako	30. ₅₆	121. ₈₄	7. ₉₈	"	G-7417	E-361X	J-138X		"
		V-805	imu	38. ₄₉	122. ₆₃	7. ₉₈	"	"				
Special 6, Std. 6 1930-35	6	D-490	pako	37. ₃₁	137. ₇₀	8. ₆₆	G	G-7171	E-199X	H-142X		D
		V-489	imu	39. ₆₈	137. ₇₀	"		"				
Paige: 612, 615, 1929	6	D-490	pako	37. ₃₁	137. ₇₀	8. ₆₆	"	G-7171	"	"		"
		V-489	imu	39. ₆₈	"	"	"	"				
827, 837, 1928—29 ...	8	D-618	pako	39. ₆₈	135. ₃₃	8. ₆₈	"	—	E-235Y	H-14Y		"
		V-617	imu	41. ₂₇	136. ₅₂	"	"	"				
619, 629, 1928	6	D-494	pako	44. ₄₅	166. ₂₉	8. ₆₄	"	G-7228	E-200X	H-142X		"
		V-493	imu	46. ₈₃	"	"	"	"				
610, 614, 1928	6	D-492	pako	37. ₃₁	137. ₇₃	8. ₆₄	"	G-7171	E-199X	H-136X		C
		V-491	imu	39. ₆₉	"	"	"	"				
Hercules:												
JXA, JXB, JXC	6	D-728	pako	41. ₂₇	125. ₄₁	9. ₄₅	S	G-7386	E-341X	H-176X		B
		V-727	imu	44. ₄₅	"	"		"				
Hudson:												
Six, 1936	6	D-826	pako	34. ₉₂	133. ₃₄	9. ₄₈	G	G-7404	E-336X	H-186X		D
		V-825	imu	"	"	"		G-7405				
Eight, 1936—37	8	D-822	pako	34. ₉₂	127	9. ₄₈	"	"	E-336Y	H-186Y		"
		V-821	imu	38. ₁₀	127. ₇₉	9. ₄₇	"	"				
Six, 1935	6	D-748	pako	34. ₉₂	133. ₃₅	7. ₈₆	"	G-7115	E-336X	H-125X		C
		V-747	imu	"	"	7. ₈₈	"	"				
Great 8, 1930—33 ...	8	D-244	pako	34. ₉₂	127. ₇₉	7. ₈₃	"	"	E-257Y	H-153X		"
		V-516	imu	38. ₁₀	"	"	"	"	E-209X			
Super 6, 1927—29 ...	6	D-424	pako	46. ₈₃	171. ₄₅	9. ₄₂	"	G-7117	E-122X			
		V-423	imu	51. ₅₉	152. ₄₀	9. ₄₅	"	G-7119	E-209X	"		
Hupmobile:												
518, 521, 1935.....)	6	D-771	pako	38. ₈₉	122. ₂₄	8. ₆₈	D	G-7375	E-346X	J-137X		B
417 W, 421 J, 1934...)		V-770	imu	42. ₀₇	"	"		G-7376				
A1, Cent. 6, S2, 1926-32	6	D-298	pako	38. ₈₉	121. ₀₄	9. ₃₃	G	G-7248	E-155X	H-15X		D
		V-298	imu	"	"	"		"				
International:												
C1, C30, 1936—37 ...	6	D-833	pako	37. ₃	138. ₁	9. ₄₅	M.G	G-7342	E-269X	H-171X		D
		V-862	imu									
SF-36, SD-36 j.n.e. 1929—34.....	6	D-276	pako	37. ₃₁	151. ₆	8. ₆₈	G	G-7168	E-219X	H-146X		"
		V-275	imu	41. ₂₇	138. ₁₁	8. ₇₀		"				
Spec. Deliv. A 1—2, B2, 1928—35.....	4	D-471	39. ₆	39. ₆₈	131. ₃₆	9. ₂₇	"	G-7368	E-216	H-128		"
		V-471	"	"	"	"		G-7369	"			
Lafayette:												
36-10-110, 1934—36...	6	D-712	pako	38. ₈₉	143. ₆₆	8. ₆₅	G	G-7339	E-335X	H-135X		C
		V-711	imu	42. ₀₇	"	"		"				
„400“, 1937	6	D-712	pako	38. ₈₉	143. ₆₆	8. ₆₅	"	G-7339	E-390X	H-135X		
		V-711	imu	42. ₀₇	"	"		"				
Marmon:												
68, 69, 70, Roosevelt 1928—32.....	8	D-485	pako	34. ₁₃	121. ₈₄	7. ₈₂	G	G-7155	E-228Y	H-122Y		C
		V-484	imu	37. ₃₁	"	7. ₈₄		"				
78, 1928—29	8	D-500	pako	32. ₁₄	142. ₈₇	7. ₈₂	M.G	G-7156	E-229Y	—		"
		V-499	imu	36. ₉₁	"	7. ₈₄		"				
Marquette:												
Kaikki 1929—30	6	D-502	pako	38. ₈₉	133. ₃₅	9. ₄₀	G	G-7138	E-212X	H-145X		D
		V-501	imu	42. ₀₆	"	9. ₄₅		"				

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon	
		N:o	pään Ø	varren		pään muoto	N:o			Malli	
				pituus	Ø						
Maxwell: Kaikki.....	4	D-214 V-214	pako imu	40. ₄₈ "	126. ₂ "	9. ₄₅ "	D	G-7106 G-7107	—	—	
Nash:											
1937—20.....	6	D-803 V-802	pako imu	40. ₄₈ 44. ₄₅	136. ₅₂ 137. ₃₁	9. ₄₂ 9. ₄₂	M.G	G-7378 "	E-388X E-389X	H-170X	
1937—80.....	8	D-792 V-791	pako imu	37. ₃₁ 42. ₀₇	136. ₁₂ "	9. ₄₂ "	"	"	"	"	
36—40, 1936	6	D-712 V-711	pako imu	38. ₈₉ 42. ₀₆	143. ₆₆ "	8. ₆₆ "	G	G-7339 G-7409	E-390X	H-135X	C
Kaksoissyt., 1930—32	8	D-528 V-527	pako imu	38. ₈₉ 42. ₈₆	137. ₃ "	9. ₄₂ 9. ₄₄	"	G-7144 "	E-290Y E-291Y	H-120Y	"
" 1930.....	6	D-529 V-529	pako imu	42. ₀₇ "	136. ₁₂ "	9. ₄₅ "	"	G-7262 "	E-176X E-177X	H-120X	"
Adv. 6, Sarja 400, 1929	6	D-337 V-337	pako imu	45. ₂₄ "	137. ₃₂ "	9. ₄₅ "	"	G-7144 "	E-176X E-177X	"	
Special 6 „ 400, 1929	6	D-474 V-475	pako imu	38. ₁₀ "	130. ₉₈ "	9. ₄₅ "	D & G	G-7142 "	"	"	
Std. 6 „ 400, 1929	6	D-477 V-476	pako imu	35. ₇₂ "	128. ₅₉ "	7. ₈₅ 7. ₈₇	G	G-7260 "	E-168X	H-135X	C
Adv. 6 „ 1926—28	6	D-337 V-337	pako imu	45. ₂₄ "	137. ₃₂ "	9. ₄₅ "	"	G-7143 "	E-176X E-177X	H-120X	"
Light 6, Std. 6, Ajax 1925—28.....	6	D-318 V-318	pako imu	35. ₇₂ "	119. ₈₅ "	7. ₈₅ "	"	G-7140 "	E-168X	H-135X	"
Special six, 1927—28	6	D-338 V-338	pako imu	38. ₁₀ "	131. ₃₆ "	9. ₄₅ "	"	G-7141 "	E-177X	H-120X	"
" 1926—28	6	D-474 V-475	pako imu	38. ₁₀ "	130. ₉₆ "	9. ₄₅ "	D & G	"	E-176X E-177X	"	
Oakland:											
All American, 1928-29	6	D-415 V-419	pako imu	38. ₁₀ 41. ₂₇	138. ₁₁ "	7. ₈₈ "	G	G-7124 "	E-184X	H-138X	D
O-6, N:o 122064 jäl- keen 1927	6	D-332 V-332	pako imu	35. ₇₂ "	132. ₅₅ "	7. ₈₈ "	"	G-7123 "	E-169X	H-130X	C
6-54 A, 1926	6	D-223 V-223	pako imu	35. ₇₂ "	133. ₃₅ "	7. ₈₈ "	"	"	—	—	
Oldsmobile:											
F-37, L-37, 1937	6—8	D-830 V-800	pako imu	35. ₇₂ 39. ₆₈	142. ₈₇ 143. ₆₆	8. ₆₆ 8. ₆₉	M.G	G-7463 "	E-394	H-171	
L-36, 1936	8	D-829 V-758	pako imu	35. ₇₂ 39. ₆₈	130. ₁₇ 130. ₅₇	8. ₆₆ 8. ₇₂	"	G-7381 "	E-348Y	H-171Y	D
F-36, 1936	6	D-830 V-800	pako imu	35. ₇₂ 39. ₆₈	142. ₈₇ 143. ₆₆	8. ₆₆ 8. ₇₁	"	G-7387 "	E-348X	H-171X	"
F-31, F-30, F-29, 1929—31.....	6	D-488 V-487	pako imu	35. ₇₂ 38. ₈₉	133. ₃₅ 132. ₅₅	9. ₄₂ 8. ₇₀	G	G-7268 G-7122	E-212X	H-145X	"
F-28, N:o 59496 jälkeen 1928.....	6	D-525 V-524	pako imu	34. ₁₃ 37. ₃₁	132. ₁₅ "	8. ₆₆ 8. ₆₄	"	G-7122 "	"	"	
F-28, N:o 59496 asti 1928.....	6	D-458 V-457	pako imu	34. ₅₃ 37. ₇₀	132. ₅₅ "	8. ₆₈ 8. ₇₀	"	"	—	H-165X	C
30E, 1926—27	6	D-448 V-448	pako imu	34. ₉₂ "	132. ₁₅ "	7. ₈₆ "	"	G-7121 "	E-128X	H-123X	"
30D, 1926	6	D-228 V-228	pako imu	30. ₁₀ "	137. ₇₁ "	7. ₉₀ "	"	"	"	"	
Overland:											
Katso Whippet											
Packard:											
Super 8, 1500, 1937...	8	D-504 V-503	pako imu	37. ₃₁ 42. ₀₇	183. ₇₅ "	8. ₆₆ "	S	G-7128 G-7128	E-157Y	J-136Y	B
Malli 120, 120 B, 1935—36.....	8	D-784 V-783	pako imu	34. ₁₃ 38. ₈₉	139. ₃₀ "	8. ₆₆ "	"	G-7388 G-7389	E-345Y	J-140Y	"
120 C, 8 syl., 1937 ...	8	D-865 V-864	pako imu	35. ₇₂ 38. ₈₉	138. ₅₀ 139. ₃₀	8. ₆₄ "	"	"	"	"	"

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon	
		N:o		pään Ø	varren		pään muoto			N:o	Malli
					pituus	Ø					
Packard:											
115 C, 1936—37	6	D-865	pako	35. ⁷²	138. ⁵⁰	8. ⁶⁴	S	G-7388	E-345Y	J-140Y	B
		V-863	imu	40. ⁰⁸	139. ³⁰	8. ⁶⁴		G-7389			
Mallit 1929—30	8	D-504	pako	37. ³¹	183. ⁷⁵	8. ⁶⁶	"	G-7127	Erikois	H-139Y	C
		V-503	imu	42. ⁰⁷	"	"		G-7128			
" 1928	6	D-498	pako	42. ⁸⁶	183. ³⁵	8. ⁶⁶	"	"	"	H-139X	"
		V-497	imu	45. ⁶⁴	182. ⁹⁵	8. ⁶⁴					
Pierce Arrow:	6	V-325	pako	41. ²⁷	212. ⁷¹	10. ³²		—	—	—	
			imu	41. ²⁷	212. ⁷¹	10. ³²					
Plymouth:											
P3, P4, 1937	6	D-699	pako	37. ³¹	119. ⁰⁶	8. ⁶⁴	M.G	G-7338	E-301X	H-171X	D
		V-698	imu	"	"	"		G-7337			
PJ6, P1, P2, 1935—36	6	D-699	pako	37. ³¹	119. ⁰⁶	8. ⁶⁴	"	"	"	"	"
		V-698	imu	"	"	"					
PC, PD, PE, 1933—34	6	D-699	pako	37. ³¹	119. ⁰⁶	8. ⁶⁴	"	"	E-289X	"	"
		V-698	imu	"	"	"					
4 syl. N:o 220883 jäl- keen 1931	4	D-214	pako	40. ⁴⁸	126. ²⁰	9. ⁴⁵	D	G-7106	E-240	J-120	A
		V-610	imu	46. ⁸³	"	9. ⁴²		G-7107			
4 syl. N:o 220883 asti 1928—30	4	D-214	pako	40. ⁴⁸	126. ²⁰	9. ⁴⁵	"	"	E-135	J-123	"
		V-519	imu	43. ⁶⁵	"	9. ⁴⁴					
Pontiac:											
P-6, 1937	6	D-872	pako	37. ³¹	141. ⁶⁸	7. ⁸⁷	M.G	G-7344	E-391X	H-212X	D
		V-871	imu	40. ⁴⁸	140. ⁸⁹	"		G-7345			
P-8, 1937	8	D-870	pako	34. ¹³	137. ³¹	7. ⁸⁷	"	G-7344	E-391Y	H-212Y	"
		V-869	imu	37. ³¹	136. ⁹²	"		G-7345			
P-6, 1935—36	6	D-786	pako	37. ³¹	141. ⁶⁸	7. ⁸⁸	S	G-7344	E-313X	J-16X	B
		V-785	imu	38. ⁸⁹	"	"		G-7345			
601, 603, P-8, 1933-36	8	D-719	pako	34. ¹³	136. ⁵²	7. ⁸⁸	"	"	E-313Y	J-16Y	"
		V-718	imu	35. ⁷²	"	"					
Big 6, 1929—31	6	D-248	pako	34. ¹³	118. ²⁶	7. ⁸⁸	G	G-7126	E-173X	H-130X	C
		V-473	imu	35. ⁷²	117. ⁴⁷	7. ⁹⁰		"			
6-27, 6-28, 1926—28	6	D-248	pako	34. ¹³	118. ²⁶	7. ⁸⁸	"	"	"	"	"
		V-248	imu	"	"	"					
Renault:											
Monaquatre, VY-7cv.	4	1022	pako	29	124	8	D	—	—	—	
		1023	imu	31	124. ⁵	7					
" YN-8cv.	4	1022	pako	29	124	8	"	—	—	—	
		1552	imu	33	123. ³	8					
Primaquatre-Vivaquatre	4	989	pako	36	161. ⁵	10	S	—	—	—	
		749	imu	40	160	9					
Vivasix	6	559	pako	40	167. ⁵	10	"	—	—	—	
		558	imu	44	166. ⁵	9					
Monastella	6	666	pako	27	119	8	"	—	—	—	
		665	imu	27	119	7					
Reo:											
Silvercrown 3 ³ / ₁₆ " 1935	6	D-832	pako	30. ⁹⁶	128. ⁵⁹	7. ⁹⁴	D	G-7412	E-363X	J-138X	A
		V-831	imu	38. ¹⁰	"	8. ⁰⁰		"			
3 ⁵ / ₈ ", 3 ¹ / ₈ ", 3 ³ / ₈ ", 1933-37	6	D-753	pako	46. ⁰⁴	159. ⁵⁴	8. ⁷³	M.G	G-7224	E-208X	H-171X	D
		V-752	imu	"	"	"		"			
FA. G.B. Gold Crown 1929—30	6	D-435	pako	46. ⁰⁴	159. ⁵⁴	8. ⁷⁰	G	G-7224	E-208X	H-131X	C
		V-435	imu	"	"	"		"			
FA. G.B. 1928	6	D-239	pako	50. ⁰⁰	149. ²²	9. ⁴⁷	D	G-7181	E-142X	J-128X	B
		V-544	imu	57. ¹⁵	107. ¹⁵	11. ¹¹	S	G-7191	E-141X	J-132X	"
Rockne:											
6-65, 1932—33	6	D-676	pako	32. ⁵⁴	128. ⁵⁸	8. ⁷⁰	G	G-7334	E-242X	H-172X	D
		V-687	imu	37. ³¹	129. ³⁸	"		"			
6-75, 1932	6	D-674	pako	38. ¹⁰	134. ¹⁴	8. ⁷⁰	"	G-7332	"	"	"
		V-673	imu	41. ²⁷	"	"		"			
Roosevelt:											
Katso Marmon											

Merkki ja malli	Syl. luku	Venttiilien						Ventt. ohjaaja N:o	Ventt. jousen N:o	Ventt. jousen lukon		Malli
		N:o		pään Ø	varren		pään muoto			N:o		
					pituus	Ø						
Studebaker:												
Kuormav. 1936)	6	D-676	pako	32. ₅₄	128. ₅₈	8. ₇₀	G	G-7410	E-359X	H-172X		D
Dictator 6, 1937)		V-687	imu	37. ₃₁	129. ₃₈	"						
Commander 8, 1937...	8	D-676	pako	32. ₅₄	128. ₅₈	8. ₇₆	"	G-7332	E-359Y	H-172Y		"
President 8, 1936—37	8	V-675	imu	35. ₇₂	"	"	"	"	"	"		"
Dictator 6, 1935	6	D-676	pako	32. ₅₄	128. ₅₈	8. ₇₀	"	"	"	"		"
		V-675	imu	35. ₇₂	"	"	"	"	"	"		"
Dictator 6, 1935	6	D-676	pako	32. ₅₄	128. ₅₈	8. ₇₀	"	G-7334	E-273X	H-140X		D
		V-687	imu	37. ₃₁	129. ₃₈	"	"	"	"	"		"
Kuormavaunu 1935 55, 56, 59, 1932-33	6	D-674	pako	38. ₁₀	134. ₁₄	8. ₇₀	"	G-7332	E-242X	H-172X		"
		V-673	imu	41. ₂₇	"	"	"	"	"	"		"
61, 67, Dictator 8, Comm. 8, 1929—31	8	D-483	pako	32. ₅₄	128. ₉₈	7. ₈₆	"	G-7173	E-242Y	H-140Y		"
		V-482	imu	35. ₇₂	"	"	"	"	"	"		"
Comm. 6, President 6, 1928—29.....	6	D-455	pako	47. ₆₂	161. ₉₂	9. ₄₅	"	G-7347	E-220X	—		
		V-455	imu	"	"	"	"	G-7348	"	"		
Dict. 6, N:o 141001 jälkeen, 1928—29	6	D-454	pako	38. ₁₀	134. ₉₄	7. ₈₇	"	G-7232	E-221X	—		
		V-453	imu	41. ₂₇	133. ₇₄	7. ₈₇	"	"	"	"		
President 8, 1928 ...	8	D-481	pako	39. ₆₉	138. ₉₀	9. ₄₇	M.G	G-7172	E-222Y	H-164Y		D
		V-480	imu	42. ₀₇	"	9. ₄₉	"	"	"	"		"
Dict. 6 enn. N:o 141001 1927.....	6	D-543	pako	38. ₁₀	160. ₃₃	7. ₉₀	G	G-7232	E-294X	—		
		V-249	imu	41. ₂₇	"	7. ₈₇	"	"	"	"		
Standard Six, Light 6, 1927.....	6	D-249	pako	41. ₂₇	160. ₃₃	7. ₈₇	"	G-7154	E-135X	—		
		V-249	imu	"	"	"	"	"	"	"		
Big Six												
Stutz: 1929	8	V-376	imu	40. ₅	163	9. ₄						
Terraplane: 61, 62, 1936—37	6	D-826	pako	34. ₉₂	133. ₃₄	9. ₄₅	G	G-7404	E-336Y	H-186X		D
		V-825	imu	"	"	"	"	G-7405	"	"		"
Velie: 50, 56, 58, 60, 1928 ...	6	D-250	pako	36. ₅₁	130. ₅₆	7. ₈₈	G	—	—	—		
		V-250	imu	"	"	"	"	"	"	"		
Whippet: 98A, 1928—30	6	D-460	pako	37. ₃₁	150. ₈₁	8. ₆₂	G	G-7147	E-234X	H-141X		C
		V-460	imu	"	"	"	"	"	"	"		"
96A, 1928—30	4	D-479	pako	36. ₅₁	150. ₈₁	8. ₆₅	"	"	E-243	H-141		"
		V-478	imu	38. ₈₉	"	"	"	"	"	"		"
98, 1927—28	6	D-460	pako	37. ₃₁	150. ₈₁	8. ₆₂	"	"	E-233X	H-141X		"
		V-460	imu	"	"	"	"	"	"	"		"
96, 1927—28	4	D-377	pako	37. ₃₁	150. ₈₁	8. ₆₂	D	"	E-167	J-126		A
		V-377	imu	"	"	"	"	"	"	"		"
White: Malli 701—3 5/16"	6	D-674	pako	38. ₁₀	134. ₁₄	8. ₇₀	G	G-7332	E-242X	H-172X		D
		V-673	imu	41. ₂₇	"	"	"	"	"	"		"
" 704	6	D-824	pako	42. ₀₆	155. ₅₇	10. ₀₇	M.G	—	—	—		"
		V-823	imu	42. ₈₆	156. ₃₆	10. ₁₂	"	"	"	"		"
" 611—3 3/4"	6	D-739	pako	42. ₀₆	165. ₁₀	10. ₀₇	Spe- cial	G-7367	E-429X	H-144X		"
Willys: 77, 1933—36	4	D-730	pako	37. ₃₁	142. ₈₇	9. ₄₅	G	G-7342	E-269	H-157		D
		V-729	imu	39. ₂₉	"	"	"	G-7343	"	"		"